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DEATH.

HILL.—On the 10th inst., FREDA HOWELL HILL, age 3 years and 2 months, the beloved daughter of Mr. and Mrs. A. W. Hill. [866

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 11TH, 1913.

THE public at Home has been regaled lately in the *Times* with some account of the "amazing prosperity" of Hongkong. Perhaps the most eloquent yet concise illustration of this progress is to be found in just two lines of the Acting Colonial Secretary's Report on the Blue-Book for 1912 now published. "For the period 1903-1912," it states, "the assessment of the whole Colony has risen from $8,788,063 to $12,312,306, an increase in value of 40·10 per cent." Evidences of further growth are not wanting. We are told in the Report that the year 1912 was chiefly noted for the sale of a considerable number of building lots adjacent to the City, chiefly in the neighbourhood of Kennedy Road, on which blocks of European-style residences are being erected by the purchasers. Moreover, the Report mentions that there has again been a considerable increase both in the number and value of private properties which have changed hands. The total purchase moneys paid amounted to $19,029,986 as against $15,343,234 in the previous year. The prices given in many instances, the Hon. Mr. THOMSON observes, appear to be much above the value of the property as an investment, whilst in other cases the value of property adjoining has remained more or less stationary. Many old buildings have been pulled down and have been rebuilt with modern terraces and dwelling houses for the accommodation of the better-class Chinese. This Report, of course refers to the conditions prevailing in 1912, but this building activity continues in many directions in the Colony, and we have very good reasons for predicting that the building boom is likely to continue for some time to come. As a further concrete illustration of the Colony's growth we might direct attention to the bank-note circulation. The Report under notice mentions that the circulation of notes of the three Banks having authorised issues on December 31st, 1912 was $25,610,211. Turning back to the return for December 31st, 1903, we find that the bank-note circulation then was $16,880,562. The increase is, in fact, greater than these figures show, because these returns take cognisance only of the issues by the authorised Banks, while, as the Report on the Blue Book does not fail to mention, a "large number" of one-dollar notes, issued by the Portuguese Banco National Ultramarino, and payable at Macao, are also in circulation, as well as "a certain number" of notes issued by the Republican Government of Canton. There were no such notes in 1903; so that we may conclude that the notes in circulation in the Colony are now about 60 per cent. more than was the case ten years ago. A third test of progress may be found in the shipping returns. In 1903, the total of the shipping entering and clearing at the ports in the Colony was returned as 24,039,862 tons; in 1912 the total tonnage was 36,735,149—an increase of nearly 12½ million tons. It is frequently said, however, that the growth in tonnage passing through the port is no sure index of the prosperity of the Colony, as it is well-known that a great deal of transhipment business, affording employment to thousands of coolies, has been lost to the port within the past ten years, the cargoes being now conveyed direct to or from the nearest port of the actual market. While this is perfectly true, it does not follow that the actual business of the port now is less than it was before the "direct shipment" movement set in; all that can be said concerning it is that the volume of business is not so great as it would have been had all the transhipment business been maintained. For the purposes of estimating the prosperity of the Colony it is unfortunate that there are no complete returns of the trade of the port. Approximately accurate figures are obtainable only in a very few articles of trade and these show that the general trend of the trade is towards expansion. The increase in population, in the circulation of currency notes, and also the increase in cost of living—all point to growth in the business of the port. We do not forget that the Revolution in China in 1911 practically converted the Colony into a "huge refugee camp" and that we consequently had a very large proportion of drones in this hive of industry. No doubt the proportion is large still, but a noteworthy fact is that according to evidence given last week by the Medical Officer of Health the pressure of the Chinese population upon the available house accommodation is still very great, and consequently there is even now a great deal of overcrowding. We take it that new business in some form or other must have been created in the Colony to keep a large proportion of the refugees here. The activity in the building trade possibly has absorbed some of the surplus labour, and, in any case, the needs of an increased population necessarily demand additional labour to supply them. We regret that we cannot discover from the Report that the Industries of the Colony have absorbed much of this labour. There have been no new industrial developments, and the established industries show no marked improvement in their business, except in the case of the cotton spinning factory and in those producing knitted socks and vests. The Revolution caused a phenomenal increase in the import of cotton, including cotton yarn and cotton piece goods, and it is mentioned that this large increase—51.4 per cent.—does not include the large and increasing quantity of native-grown cotton spun in the Colony, and re-exported as yarn. In this connection we note that there are now six factories in the Colony producing knitted vests and socks, "all doing a considerable business, to meet the large and increasing local demand for these articles." There is a fine field for industrial development within the Colony of Hongkong, especially on the Kowloon Peninsula, and we have little doubt that in the years to come factories of one kind or another will become a much greater feature in the prosperity of the Colony than they are at the present time. The history of the past, and the indications of the present, give warrant for no pessimism regarding the future of Hongkong.

The plague return yesterday was a blank.

A Chinese was at the Magistracy yesterday sentenced to one month's hard labour and four hours' stocks for stealing a suit of clothes.

An interesting "Aeronautical view of the Panama Canal" has been published by the Japanese Chamber of Commerce at Yokohama.

Mr. George W. Guthrie, the American Ambassador, will sail from San Francisco on the *Mongolia* on July 16th, arriving at Yokohama on August 2nd.

Sentence of four months' imprisonment was yesterday at the Magistracy passed upon a Japanese for stabbing a Japanese steward on board the s.s. *Tosa Maru*.

Three Indian seamen belonging to the Standard Oil Company's ship lying off Laichikok met their deaths on board yesterday. Particulars of the tragedy have not yet been made known, but it is understood that the men entered one of the tanks and were afterwards found dead.

The Water Return for July 1st, circulated yesterday showed that on that date the water in the storage reservoirs on the island totalled 540.02 millions of gallons as compared with 441.36 millions on the corresponding date of last year. At Kowloon the supply was 317.85 million gallons as compared with 252.55 millions on the same date last year.

## THE SOTTO CASE.

THE CASE FOR THE DEFENCE.

The hearing was continued before Mr. F. A. Hazeland yesterday afternoon of the application of the Philippine Government for the surrender of Vicente Sotto, editor of *The Philippine Republic*.

Mr. Geo. K. Hall Brutton, who is appearing for the defence, continued his address to the Court, submitting the last two points of his motion asking for the discharge of Sotto.

The first point he dealt with was that of *res-judicata*. He cited a recent judgment handed down by the Privy Council of London, in which a German subject was discharged. The case was the following:—A German committed a crime in Berlin and went to India, where he was arrested. During the hearing of his case, the Magistrate refused to accept some evidence of the defendant, who was then committed to gaol. The defendant applied for a writ of *Habeas Corpus* and was released by the Supreme Court, on the ground that there was error of proceedings. Afterwards, the German went to London, and there he was again arrested for the same crime. When the case came up before the Privy Council, this high tribunal discharged the German, on the ground of *res-judicata*. Mr. Brutton then submitted to the Court that the Sotto case was completely identical with that of the German. His Worship now had before him the same case and the same evidence which were presented in the first extradition proceedings in March last, in which Sotto was discharged by the Full Court of Hongkong, on the ground that there was no evidence, and, therefore, it was a case of *res-judicata*.

The second point was about the Order-in-Council. Mr. Brutton stated that the prosecution, not having produced the Order-in-Council, his Worship could not decide whether or not an Extradition Treaty exists between England and the United States.

The hearing was further adjourned.

## MAGNETIC SURVEY OF THE WORLD.

At the rooms of the Royal Geographical Society, recently, Dr. L. A. Bauer, director of the Department of Terrestrial Magnetism at the Carnegie Institution, New York, described the result of the magnetic survey of the oceans made in the brigantine *Galilee* and the yacht *Carnegie*. He said that the *Carnegie* will complete a four years' circumnavigation cruise by the end of the year, and then the two vessels will have voyaged 140,000 miles. Special tests had been made in various parts of the world, and it had been conclusively shown that in connection with the instruments absolutely non-magnetic conditions had been secured. The result was that the observationss were being supplied to the leading hydrographic establishments with a promptness heretofore impossible. In addition to the work at sea, expeditions are sent to the regions in all parts of the world, where few or no magnetic data have previously been obtained, and the total number of land stations where the magnetic elements were determined during 1905-13 is about 2,000. Comparisons have been made of the magnetic standards of the department with those of the principal magnetic observatories and organisations making magnetic surveys. It will thus be possible to reduce the magnetic data of every country to the same standards with sufficient accuracy for all purposes. The department co-operates with Arctic and Antarctic expeditions, loaning instruments, training observers, and furnishing the required directions.

# TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## WAR IN THE BALKANS.

### ROUMANIA'S POLICY.

Reuter learns that Roumania intends to occupy territory from Turtukai, on the Danube, to Baltchik, on the Black Sea. Moreover, she will not permit any disturbance of the balance of power prejudicial to herself. Therefore, her Army will intervene in favour of Servia or Bulgaria if either is dangerously threatened.

### FIGHTING "ALLIES" DESIRE PEACE.

It is reported in Vienna that Bulgaria has intimated her readiness for peace.

The Servian and Bulgarian Commanders are negotiating for an armistice.

The losses are so enormous that there are fears of cholera.

### "THE MOST SANGUINARY BATTLE."

According to a Belgrade telegram, the Servians have re-occupied Ishtip after the most sanguinary battle in the Balkans.

The Servians, with Greeks, are advancing from Strumnitza and are pursuing the Bulgarians.

The wounded already arrived at Belgrade exceed the total for the whole Turkish war.

### WARLIKE ACTIVITY IN TURKEY.

The Bulgarian plenipotentiary, M. Hatchevitch, has arrived in Constantinople for the purpose of discussing the Porte's demand for the evacuation of the territory.

There is warlike activity in Constantinople, resembling that at the time of the war in Thrace.

### CONFLICTING STORIES.

It is officially reported that the Bulgarians had successes yesterday all along the whole front, repulsing all the Servian attacks with enormous losses, and then routing them with counter-attacks, the Bulgarians being in pursuit towards Egripalanka.

A sanguinary battle is in progress near Kochana, where the Servians were repulsed with considerable lossess. The attacks by the Greeks north of Dorian were repulsed with great loss.

A report from Belgrade states that the Bulgarians were driven back along the entire frontier of Servia with considerable losses.

## THE HOME RULE BILL.

IMPORTANT MOTION BY LORD LANSDOWNE.

LONDON, July 10th.

Lord Landsdowne has given notice that he will move, on the motion for the Second Reading of the Home Rule Bill in the House of Lords that the House shall decline to consider the Bill until it has been submitted to the country.

## SCOTTISH TEMPERANCE BILL.

LONDON, July 10th.

The Scottish Temperance Bill has passed its third reading by 284 votes to 168. This is the second passage under the Parliament Act.

## INTER-VARSITY CRICKET.

LONDON, July 10th.

Cambridge University beat Oxford University by four wickets.

## ENGLISH COUNTY CRICKET.

LONDON, July 10th.

Kent defeated Warwickshire at Birmingham by an innings and 51 runs.

Sussex drew with Essex at Leyton.

Northants beat Yorkshire by 20 runs at Leeds.

Surrey beat Lancashire at Manchester by 108 runs.

Among the passengers in the *Titanic*, says a Paris message, was a Frenchwoman named Madame Brenys, who resided at Bethune. Her husband, a Belgian, aged thirty-eight years, having read her name among the list of those who had perished, formed an alliance with another woman and took up his residence some twenty miles from Bethune. About a month ago on receiving news that his wife was among the rescued and that she had returned to France and was searching for him he became so distraught that he killed the woman with whom he was living, and attempted his own life.

## THE CHINA AND MANILA STEAMSHIP CO.

A COMPRADORE'S DEFALCATIONS.

It will be observed from an advertisement appearing on page 4 that the Extraordinary meeting of shareholders, convened by circular for to-morrow, has been cancelled and the meeting is now called for the 24th inst. A resolution is to be proposed in favour of treating the freights and passage monies collected by the late Compradore and unaccounted for by him, amounting (less commission) to $75,234.11 as a loss to the Company to be written off the accounts accordingly.

## A POISONING TRAGEDY.

A poisoning tragedy took place on the German steamer *Machew* on Wednesday afternoon. One of the Chinese members of the crew brewed some herbs in order to make tea, but when he and a companion partook of the decoction they were seized with violent pains. One man succumbed, and the other was taken to pospital, where he lies in a serious condition.

## HONGKONG SUBSIDIARY COINAGE.

*Apropos* the passing of the Ordinance prohibiting the importation and circulation of foreign subsidiary silver coin in the Colony of Hongkong from March next year, the following extract from the Report on the Blue Book for 1912 is of much interest:—

The circulation of foreign copper coin is prohibited by Ordinance No. 11 of 1912, and there is now none such to be found.

The rate of discount on Hongkong subsidiary coin varied during 1912 between the following limits:—

| | | | | | |
|---|---|---|---|---|---|
| 50 cent pieces | 1 | per cent. | to | 4 | per cent. |
| 20 " | 3½ | " | | 8 | " |
| 10 " | 4½ | " | | 8½ | " |
| 5 " | par | " | | 5 | " |
| Copper coin | 8 | " | | 12 | " |

The total issue of these coins, less those demonetized, amounts to some $37,432,370 nominal value, and they were up to the year 1905 readily absorbed at par, large quantities being taken by the neighbouring provinces of China. During 1912 twenty and ten cent pieces of the face value of $40,000 and $1,000,000 respectively were shipped to England for purposes of demonetization. The discount which has prevailed since 1905 may be attributed to the immense quantity of similar coin which has latterly been minted at Canton. In 1905 the Hongkong Government ceased to issue any subsidiary coin and in 1906 it began a policy of demonetising all its subsidiary coin received as revenue. This policy has been continuously followed since except during a brief period in 1911. Coin to the face value of about $7,000,000 has thus been redeemed. The total issue by the Hongkong Government was of the face value of about $44,000,000. It is calculated that about half of that amount has dropped out of circulation.

## NOTES AND NEWS.

Princess Louise Duchess of Argyll is now the only member of the Royal family possessing a residence in the Isle of Wight—Kent Cottage. The King, of course, owns Barton Manor, but as His Majesty has never lived there, but has always lent it to friends, it cannot quite be called one of his residences.

Lord Avebury was the last survivor of the contributors to the first number of the *Nineteenth Century*. Tennyson, Gladstone, Cardinal Manning and Matthew Arnold were among the other contributors, who formed among them the most brilliant list ever gathered together on the title-page of a review.

Mr. Cecil Chesterton, who has been defendant in the Old Bailey libel case, is still in the early thirties, and a few years ago he achieved the distinction of being referred to by *Punch* as "that beamish boy." He has written a life of Nell Gwynn and a book on "Gladstonian Ghosts," the latter being a vigorous indictment of Liberal policy.

England is the garden of the world. That is the opinion of Sir Albert Rollit. Speaking at the Royal Horticultural Hall, he said that as a result of his experience as judge at exhibitions both in this country and abroad he was convinced England led the world in horticulture, whether it be considered as a science, an art, or an industry.

M. Albert Turpain, Professor of Physics at Poitiers, has just solved an interesting problem in wireless telegraphy. He has made possible the photographic registration of the hour signals sent out by the Eiffel Tower. He has succeeded in this by the employment of very sensitive relays of wire only ten hundredths of a millimetre thick, and by the use of extremely sensitive galvanometers.

Lord Justice Farwell, whose retirement is announced, will go down in legal annals, apart from his more solid claims to remembrance, as the judge who declined to read Daudet's "Sapho" for the purpose of determining a literary case before him—a line of action which subjected him to considerable criticism at the time. The work was repulsive, he declared, and he did not see why he should read it. And so the duty was delegated to Sir Squire Bancroft instead as an agreed-to referee—though it was never made quite plain how the learned judge persuaded himself that it was right to ask Sir Squire to do what he had declined to do himself.

## CHINA ASSOCIATION.

A meeting was held yesterday at the offices of Messrs. Jardine, Matheson & Co., of the local branch of the China Association, for the purpose of re-constituting the branch.

Mr. M. W. Slade presided, and there were also present the Hon. Mr. David Landale, the Hon. Mr. E. Shellim, Messrs. J. W. H. Bonnar, W. G. Humphreys, N. J. Stabb, P. Tester, A. R. Lowe, H. W. Bird, C. W. Barton, C. Beswick, G. T. Edkins, E. L. Krauss, C. Lafrentz, H. R. Hancock, J. H. Beck, R. H. Holyoak, and L. N. Leefe (hon. secretary).

The CHAIRMAN said it was three years since they had had a meeting of this Association in this Colony. Meanwhile both the Chairman and the Hon. Secretary had left the Colony, at about the same time, and in consequence the records of the branch had get into a state of some confusion. Certain gentlemen interested in the work which the Association had in hand met together and took steps to resuscitate the branch. They did not know whom the members were, nor did they know who constituted the old Committee. Notice was sent round to find out who would really become members of the Association in Hongkong. The response to that circular was very good, and some 80 gentlemen in Hongkong and Canton signified their desire to be members.

The meeting was purely a formal one for the purpose of constituting the branch afresh, and for electing a Committee so as to get the branch into working order again. He hoped it would do the work equally as well as it had been done in the past under the able guidance of previous Committees. The funds were adequate, and accordingly, on the circular which was sent round, prospective members were notified that the subscription would be $2, but it had since been pointed out that the subscription at the end of the year would be raised to $10.

On the proposition of the Chairman, seconded by Mr. BONNAR, the following were elected as the Committee:—The Hon. Mr. D. Landale, the Hon. Mr. C. Montague Ede, Mr. M. W. Slade, Mr. N. J. Stabb, Mr. W. G. Humphreys, Mr. G. T. Edkins, Mr. P. H. Holyoak, and Mr. H. R. Hancock, with Mr. L. N. Leefe as Hon. Secretary.

## THE RUSSIAN MILITARY BUDGET.

HARBIN, June 28th.

The following telegram is published in Northern papers:—

Telegrams from St. Petersburg report that during the discussion on the Budget of the Ministry of War, Delegate Protopopoff pointed out that in the Far East there were occurring changes of such a character that "we anticipate an outburst of political events, for which timely preparations must be made. The Russian Government must take firm and definite steps to strengthen the Russian position in the Far East. Recent experiences have not been sufficiently taken notice of and the Far East again appears to be forgotten, while our territory in Siberia remains for us merely an asset for national colonization, for loss of which we shall be held responsible by future generations." In comparing the undertakings of Russia with the rapid invasion of the Russian frontier provinces of Chinese, with the development of Yellow navigation, the extremely rapid and successful military and trade reforms in China, the unceasing arming of China and Japan, the annexation of Korea and the influx of yellow nationalities and finally the Russian policy of adopting the line of least resistance, M. Protopopoff saw evident danger in the situation and considered that the protection of outlying territory by troops that had to be conveyed there when needed would be impossible. He then pointed out that the number of troops stationed at Omsk, Irkutsk and the Priamur military districts was not sufficient to inspire in the Russian population confidence of safety nor to convince Russia's neighbours of the danger of aggressive undertakings on their part. With reference to the situation on the Russo-Chinese frontier the speaker next emphasized the necessity to establish a Russian protectorate over Mongolia with a view to binding the Mongolians strongly to Russian economical interests. He pointed out that the important problem for Russia to consider was the defence of the Priamur, while the necessity of providing Vladivostok with water also required attention. In this connection he reiterated that decisive measures were needed. He contended that the value of the Priamur had not fallen, but the danger of its loss was growing.

The Chief of the General Staff replied with reference to the shortage of water at Vladivostok that the garrison, the fortress and all places connected with those departments were provided with water, but that the townspeople, specially during winter, were not, though the Ministry of War was doing all in its power to clear up the question.

The Financial Committee approved of a law for the maintenance of free trade with Mongolia in goods of Mongolian and Chinese origin on the frontiers of Yeniseisk, Tomsk, Stepnoy and Turkestan Governor-Generalships, on the grounds that such free trade had been necessitated by the new treaty relations with Mongolia. The Committee also expressed a wish to extend free trade to the Mongolian frontiers of Irkutsk and the Trans-Baikal provinces.

# HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR F. H. MAY, K.C.M.G.

H.E. MAJOR-GENERAL C. A. ANDERSON, C.B.

Hon. Mr. A. M. THOMSON (Colonial Secretary).

Hon. Mr. J. A. S. BUCKNILL, K.C. (Attorney-General).

Hon. Mr. A. G. M. FLETCHER (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. E. R. HALLIFAX (Registrar-General).

Hon. Mr. C. McI. MESSER (Captain Superintendent of Police).

Hon. Sir KAI HO KAI, M.D., C.M.G.

Hon. Mr. E. A. HEWETT, C.M.G.

Hon. Mr. WEI YUK, C.M.G.

Hon. Mr. D. LANDALE.

Hon. Mr. E. SHELLIM.

Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 36 and 38 to 48, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 7), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

PAPERS.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the following papers:—Report of the Blue Book for the year 1912; Report of the Botanical and Forestry Department for the year 1912; Quarterly return of excesses on sub-heads met by savings under heads of expenditure for the second quarter of 1913.

PUBLIC BATHS.

Hon. Mr. SHELLIM, pursuant to notice, asked the following question standing in his name:—

Will the Government state what steps if any are being taken to carry out the terms of the resolution adopted by Council in May, 1912, regarding the desirability of establishing public bathing places at the Eastern and Western extremities of the town and for which purpose the sum of $2,000 was provided in the Estimates for this year?

The COLONIAL SECRETARY replied:—

The Government does not propose to take further steps in the matter at present pending result of the experience of the action of the Low Level Tramway in erecting tents for bathers at the points mentioned.

NEW TERRITORIES REGULATION AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the New Territories Regulation Ordinance, 1910."

The COLONIAL TREASURER seconded, and the Bill was read a first time.

The objects and reasons are:—

The object of this Bill is to enable a proper control to be assumed and maintained over markets some few of which at present exist in the New Territories and which in future it may be desired should be established therein.

The object is effected by adding to section 6 of the New Territories Regulation Ordinance, 1910, to the powers which already exist under that section, further powers to the Governor-in-Council to fix and determine the boundaries of any market in the New Territories and to make rules for the proper construction of market buildings, the management and inspection of such markets, the class and nature of goods which may be sold therein, the sanitary conditions under which such markets are to be carried on, the purposes to which any funds derived from a market shall be devoted and for raising by means of fees the monies requisite for carrying on such market properly.

TRAMWAY AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902."

The COLONIAL TREASURER seconded, and the Bill was read a first time.

The objects and reasons are:—

The object of this Bill is to amend the Tramway Ordinance, 1902, in certain respects.

Section 1 of the Bill is formal.

By section 2 of the Bill, an accidental omission from that section of the words "telephonic or electric" after the word "telegraphic" in the seventeenth line of the section is rectified.

Sections 3 and 4 simplify the procedure to be adopted in case of dispute or difference between the Tramway Company and the Government or between the Tramway Company and any other person.

By section 5 a re-arrangement of the conditions under which the Tramway service for workmen as hitherto fixed by section 49 of the old Ordinance is effected, and it is thought that the new arrangement will be more satisfactory than the former one both to the public affected and the Company itself.

STEAM LAUNCH AND RIVER TRADE STEAMER (PROTECTION AGAINST PIRACY) ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to extend the provisions of the Steam Launch (Protection against Piracy) Ordinance, 1900, to certain classes of steamers."

The COLONIAL TREASURER seconded, and the motion was agreed to.

The objects and reasons are:—

The object of this Bill is to extend to certain classes of steamers defined in this Ordinance as River Trade Steamers the compulsory maintenance of certain precautionary measures, against piracy and robbery, which under the provisions of the Steam Launch (Protection against Piracy) Ordinance, 1900, have now to be taken in the case of Steam Launches.

THE EDUCATION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to provide for the registration and supervision of certain schools."

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The objects and reasons are:—

The object of this Bill is to provide for some means of controlling and supervising to some extent certain of the Educational establishments which exist or may be brought into existence in the Colony. The scheme of this Bill is that every school shall be compulsorily brought within the knowledge of the Department of Education. The provisions of the Bill are not to apply in any way to Government schools, Military schools or any other schools which the Governor-in-Council may think fit to declare not to be included within the purview of the Bill. Under the scheme of this Bill, schools are to be divided into two main classes: firstly those of superior type which will only be subject to a very limited amount of supervision and control by the Education Department; secondly, schools of less superior type which will be subject to more close supervision and control by the Education Department.

Section 1 of the Bill is formal.

Section 2 defines the various special phrases which are used in the Bill in connection with its provisions.

Section 3 deals with those schools to which the Bill does not apply.

Section 4 provides for the appointment of the necessary officers for the purpose of carrying out the objects of the Bill.

Section 5 is important, providing as it does that every school with the exceptions referred to in Section 3 must be registered under the provisions of the Bill.

Section 6 provides the penalties which are necessary in order to enable the provisions of the Bill to be carried out effectively.

Sections 7, 8, 9 and 10 provide a simple method by which schools may obtain registration under the Bill.

Section 11 similarly provides the means by which a school of the superior type mentioned above may obtain a certificate which will give it the advantages of limitation of its supervision and control by the Department of Education.

Section 12 gives power to the Governor-in-Council to make regulations for the proper sanitation of, enforcement of discipline in, the prohibition of unsuitable books in, and the proper keeping of school registers in and other general matters relative to schools and under Section 13 any such regulations must be published in the *Gazette*.

Section 14 prescribes the inspection of registered schools and the more limited supervision of exempted schools.

Section 15 gives a right of entry to schools at suitable hours for the principal officers of the Education Department.

Sections 16 and 17 are important and provide for the steps which may be taken in the event of a school being found as a result of inspection by the Education Department not to be complying with regulations applicable or not being conducted satisfactorily; and if the errors are not, after formal notice has been given for their rectification, duly amended, it is even possible for such school to be closed: similarly under Section 17 the career of unnecessary schools may after a suitable period be determined.

Section 18 provides for the keeping by the Registrar of a register of schools containing such particulars in connection therewith as may be necessary.

Section 19 gives an appeal from any decision of the Registrar to the Governor-in-Council.

By Section 20 power is reserved to the Governor-in-Council to put a stop to any school which is being conducted in a manner prejudicial to the interests of the Colony, to the public or to its pupils.

By Section 21 the Chinese Vernacular Educational Board which was constituted on the 7th September, 1911, and the existence of which, after the passage of this Bill, will be no longer of utility is abolished.

COMPANIES AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Companies Ordinance, 1911."

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The objects and reasons are:—

1. The object of this Bill is to introduce some amendments into the Companies Ordinance, 1911: amendments the majority of which have been suggested by members of the Commercial Community.

2. Section 1 of the Bill is formal.

3. Sections 2, 3, 4, 5 (*a*), 7, 8, 10, 11, 13 and 15 introduce the obligation that Companies which propose to obtain the benefits under the law must provide in the English language their memorandum of association, articles of association, register of members, annual list of members, annual summary, statutory report, copies of special or extraordinary resolutions, prospectus or statement in lieu of prospectus, and the special statement required to be made by banking, insurance, benefit and similar Companies. The reason for this obligation, apart from the facilities which will thus be accorded to the Registry, is the greater practical publicity which will be afforded in connection with those statutory documents from which the public are entitled to ascertain the standing of an incorporated body.

4. Section 6 (*b*) provides that where a Company is formed for the purpose of taking over a business, the statutory report shall show any change taking place in the financial position of the Company between its incorporation and the date of the report. The reason for this proposal is that shareholders or intending shareholders may be able to know precisely what the financial position of the Company really is. Subsection (*c*) of the same section provides for the audit of the above mentioned statement.

5. Section 9 lays down the minimum requirements of the books which a Company must keep and it would not appear that any respectable Company could reasonably object to the maintenance of these normal business records.

6. Section 12 amends a mistake in subsection (6) of section 89: the qualifying words which are now deleted imposed a restriction to which, obviously, a very large number of local Companies which had issued a prospectus could not be amenable.

7. Section 14 renders a Company as well as its officers liable to penalty for refusal to permit inspection of its registrable mortgage liabilities by duly legally authorized parties.

8. Section 16 provides for some definite check over the appointment and capacity of auditors in order to insure that the integrity of audit may be expected.

9. Section 17 is designed to remove a difficulty which arises in the language of section 185, by which it would appear that a Company was not able to transfer its assets to any Company other than a local Company—a hardship which it seems desirable to remove.

10. Section 18 has as its object the giving of power to a Company incorporated in the United Kingdom or in a British Possession to acquire immovable property without some of the restrictions with which this power is limited in the case of Foreign Corporations.

OFFICIAL SIGNATURES FEES ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Official Signatures Fees Ordinance, 1888." In doing so he said—On the second reading of this Bill, Sir, there is really nothing for me to say, because the objects and reasons are fully explained in the objects and reasons which are attached to the Bill. It will be seen that there are a certain number of officers added to the existing list who are authorised to charge for their signatures when it is necessary that they should give their signature in an official capacity. Of course, the fees they receive go to the revenue: they do not take them themselves.

The COLONIAL SECRETARY seconded, and the Bill was read a second time.

Council then resolved itself into committee to consider the Bill clause by clause.

On resuming,

The ATTORNEY-GENERAL reported that the Bill had passed through committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

FOREIGN SILVER AND NICKEL COIN ORDINANCE.

The COLONIAL SECRETARY moved that Council go into Committee on the Bill entitled, "An Ordinance to prohibit the importation and circulation of certain foreign coins."

The COLONIAL TREASURER seconded, and the motion was agreed to.

On Council resuming,

The COLONIAL SECRETARY reported that the Bill had passed through Committee with slight amendment, and moved that it be read a third time.

The COLONIAL TREASURER seconded, and the Bill was read a third time and passed.

HIS EXCELLENCY—Will the Council be prepared to go on with these Bills this day week?

Hon. Sir KAI HO KAI—I think with all except the Companies Ordinance.

The ATTORNEY-GENERAL—There is nothing very much in that.

Hon. Sir KAI HO KAI—We have to discuss it.

HIS EXCELLENCY—We need not finish these Bills in the one day. We can take the second reading. Council stands adjourned till this day week.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards—the COLONIAL SECRETARY presiding. The following votes were passed:—

PRISON DEPARTMENT.

The Governor recommended the Council to vote a sum of $1,030 in aid of the vote Police and Prison Departments, C.—Prison, Other Charges, Materials for Remunerative Industries.

NEW TERRITORY ROADS.

The Governor recommended the Council to vote a sum of $1,750 in aid of the vote Public Works, Extraordinary, New Territories, Miscellaneous, Resumption of land for road from Taipo to the Frontier.

SUPREME COURT.

The Governor recommended the Council to vote a sum of $500 in aid of the vote Judicial and Legal Departments, A.—Supreme Court, Other Charges, Furniture.

PUBLIC WORKS.

The Governor recommended the Council to vote a sum of $5,720 in aid of the vote Public Works, Extraordinary, Hongkong, Miscellaneous, Miscellaneous Works.

GOLF COURSES.

The Governor recommended the Council to vote a sum of $11,000 in aid of the vote Public Works, Extraordinary, New Territories, Resumption of Land for Golf Courses at Fanling.

The CHAIRMAN—Government has agreed to, and the Secretary of State has approved of, the lease of certain Crown lands consisting chiefly of low hills near the Fanling-Autau Road to the Golf Club for a ladies' course. The Club is not in a financial position at present to buy out the occupiers of intervening lands, and so utilise the area granted, and accordingly the Government has agreed, with the concurrence of the Legislative Council, to buy them out of a block of land rather more than necessary for the purpose of the proposed course, and lease a portion of this land to the Club, charging 4½ per cent. on capital expended, until such time as the Club may be able to acquire it on its own account. The remaining portion, it is contemplated, may be used for an Economic Garden, and that project will be submitted later to Council if necessary. The amount of land involved in all is 57½ acres, of which about 42 acres will be leased to the Club, about $10,000 being the sum required for that portion. The Club has spent, or is engaged in spending, $70,000 on improvements in the locality, and it is felt by Government that some encouragement should be given in the circumstances. The revenue derived by the railway for the use of the Golf Course at Fanling is esimated at $10,000 per annum.

## LORD KITCHENER'S STORY OF EGYPT.

The annual report of Lord Kitchener, His Majesty's Agent and Consul-General, on Egypt and the Sudan is issued in the form of a White Paper. The document, which covers nearly sixty foolscap pages of closely-printed matter, is of more than ordinary interest.

"It is satisfactory to be able to record," says Lord Kitchener, "that the observations I made last year on the political situation in Egypt have apparently borne fruit. There has been a marked diminution of party feeling and party strife, and I notice indication of greater confidence in the Government, particularly among the silent mass of the people.

"I hope I am not too optimistic in considering these to be signs that in the near future the population will be again closely united, and, while placing personal interests aside, will endeavour to work loyally for the common good and to further the real interests of their country.

"In the meantime, I trust it is fully realised that the Government are doing all in their power to improve the condition of the people and help them forward on sound lines both as regards their material and political progress."

Briefly touching on the Balkan War, Lord Kitchener states that, as a consequence of that struggle, "the past year has been one of considerable anxiety. . . . Defective military arrangements appear to be responsible for this breakdown of one of the finest fighting armies that existed in the world." The people of Egypt, he adds, behaved during the war with complete self-control, and maintained this attitude in spite of the natural feeling aroused by the sufferings of those of their co-religionists who were exposed to the hardship of war.

Referring "very briefly to the misguided action of a few fanatical persons" who were influenced by the example of Wardani to conspire to assassinate prominent officials in the country, his lordship said the plot, if successful, could only have done great harm and thrown back the progress of Egypt for many years. It was discovered in time and the conspirators were punished.

Reviewing the financial condition of Egypt, Lord Kitchener emphasises how greatly the level of prosperity now reached reposes on the maintenance of the price of cotton. Were this to decline considerably the pressure on the finances of the country would be extremely severe. The Government, however, is thoroughly alive to the expediency of developing the resources of the country in other directions whether agricultural, mineral, or industrial, although in the last case there are, as yet, but slight indications of progress.

The Government have now elaborated measures to stimulate thrift among the rural population, and to prevent improvident borrowing, which results, it is hoped, will follow naturally from the establishment of rural savings banks and the enactment of the Five Fedden law.

The other main reform established is the Cantonal Justice law, by which notables as unpaid magistrates are empowered in small areas of a few villages only to administer justice in petty cases.

Dealing with irrigation, Lord Kitchener remarks that a project is now being studied, and will, it is hoped, be put into execution before long, for utilising the power of the water flowing through the Assuan Dam to produce artificial manures, and for other purposes, such as working pumps in Upper Egypt. The cotton crop of last year was only equalled by that of 1910 and the people worked with much more heartiness against the ravages of the cotton worm than in any previous year with excellent results.

Lord Kitchener states that he has been struck by the lack of roads in Egypt suitable for animal and motor traffic, and to meet this need a Main Roads Department has been formed.

Regret is expressed that urgent reforms in the judicial organisation of the Mixed Courts should have been delayed by want of unanimity amongst the Powers whose consent is necessary for their introduction. The Consul-General is of opinion that under present conditions the existing courts are not an efficient instrument for the protection of the very large financial interests held by foreigners in Egypt.

Peaceful development, undisturbed by political feeling, says the report, continues in the Sudan, which has thus been enabled to take another stride in its advance towards prosperity. A rearrangement of the Sudan-Uganda boundary has been proposed, by which tribes at present split up will be left wholly in the Sudan and Uganda respectively, and the country on either side of the Nile will come under the same administration. This will enable the authorities to deal more effectively with sleeping sickness.

## JEWS OF THE WORLD.

FUND FOR THE PURCHASE OF LAND IN PALESTINE.

LONDON, June 2nd.

The Jewish correspondent of the *London Standard* writes to that paper as follows:—

A graphic story is unfolded in a pamphlet just issued by the Jewish National Fund of Cologne. The object of the fund is the purchase of land in Palestine for settlement by Jews. Three-quarters of its assets—over $750,000—are invested in Palestine, and the Jews of the whole world have rallied to the support of a project which exercises so strong an appeal to its sentiment.

The object of the pamphlet is to bring prominently before the public the remarkable position of the Jews of Yemen, in Southern Arabia, and by that means to encourage the emigration to Palestine of large numbers of these indigent children of Israel. Yemen is referred to by Jeremiah and many legends cluster around the beginnings of the Yemenite Jews. When they first settled in South Arabia is still open to question, but, according to local tradition, their settlement dates back forty-two years before the destruction of the first temple. Ezra, "as he was about to build the second temple, sent a message to the Jews of Yemen calling upon them to return to Palestine, but they declined the invitation on the ground that the final salvation had yet to come." Ezra, in his anger, prophesied that they would never enjoy permanent peace in Yemen, and that their wealth would not endure. The prophecy was fulfilled. For two thousand years they have remained in exile. Generations have come and gone, yet their poverty remains extreme. A recent census places the number of Jews in Yemen at eight thousand families—about 30,000 souls—scattered over a few hundred places. The largest communities are in Aden and Sanaa. A few years ago Sanaa had 10,000 Jews; to-day there are fewer than 2,700.

A recent investigator observes that the material position of the Yemenites in general is very bad. Centuries of war and revolts, hunger and cholera, have impoverished the land and laid it waste. "There is a lack of industrial labourers. One may journey for days and see fine soil lying uncultivated on either side. If one enters a dwelling one is at once struck by the poverty. There is a complete lack of furniture, crockery, bedding, food and clothing." The Moslems, it seems, cannot do without the Jews, as they alone are hard-workers. They provide the peasants with the manufactures they need, repair their ploughs and weapons, and weave their shirts. "They are repaid for this," says the writer already quoted, "after the harvest, if all goes well, with a portion of the harvested durrah. This is the case if there is a good harvest. But what happens if the harvest is a failure?" The fellah will find himself with a sufficiency of corn to sustain himself throughout the year, but the Jew finds the reward of his labour denied him.

Three-fourths are artisans—tailors, shoemakers, weavers, goldsmiths, potters, masons. They are frugal in the extreme. Even a "rich" Yemenite has no more than one course at his week-day meal. Yet, despite their modest requirements, they are unable to earn the minimum for their existence, and "hunger is a frequent guest." For uncounted years the Yemenite Jews have been the victims of fanatical persecution, unable, from their sheer lack of numbers, to retaliate. "The Jew is officially called in the legal terminology 'The common fellow.' A number of the laws aimed at them can easily be explained as the outcome of religious fanaticism. Besides, a population which is on a low level of culture, which has no intellectual occupation and distraction, and which has an abundance of leisure at its disposal, is easily moved by brutal instincts, which find an outlet in tormenting the weak minority and treating them as pariahs. This would explain a number of ridiculous but insulting regulations, particularly in regard to clothing and social intercourse, which have their origin in this circumstance. If a Jew meets a Moslem of any class whatever he must greet him and address him as his master. If he does not do this he is beaten without mercy. "A Jew is not allowed to ride upon a donkey, still less upon a camel." He must make his journeys on foot—there are no vehicles in Yemen—though the distance be great. "The rich Jews must also appear poor, so that they may not provoke envy and expose themselves to plunder."

"A Jew may not pass on the right side of a Moslem, but must always keep on his left." It is hardly to be wondered at, in the light of the social and economic disabilities experienced by Yemenite Jews, that "every Jew sells his belongings as well as he can and emigrates to Palestine. In cases in which the non-Jews will not buy from them they leave their goods behind them and put their trust in God."

This immigration into Palestine has made new men of these shuttlecocks of fortune and it has, moreover, been greeted with profound satisfaction by those who recognize in their coming a new factor in the development of the Holy Land. "Though Palestine may not by any means have reached that high level of development in agriculture and industry which it can attain by reason of its natural conditions, it can, nevertheless, easily provide a place of refuge for 1,000 to 1,200 oppressed Yemenites each year, even in the present circumstances. Added to this, the coming of the Yemenites will do much to counteract the scarcity of labourers and the ruinous increase in terms dictated by the fellahs. The creation of a Jewish labour element in the Jewish colonies of Palestine will render the agriculturists gradually independent of the surrounding Arab population.

Such is the love of the Yemenite Jew for Palestine that "he will often travel on foot for months with his wife and child to reach the port where he can embark on a ship that will bring him to the Holy Land." He has brought new life to Palestine, and places himself on the high road to the recovery of his self-respect and the independence so long denied him. There still remains the vital question of building a sufficiency of houses to accommodate the pilgrims. Already the National Fund has increased a considerable amount for this purpose, but the undertaking is a heavy one.

## INTIMATIONS

WE HAVE SO MUCH confidence in our Coffee because we know the extreme thought and care that go into the making of every pound. The watchful selection of berries, the thorough double cleaning, the perfect blend and the exact roasting combine to give you such deliciousness as, we believe, no other Coffee has ever attained.

—"LOTUS" COFFEE.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

31

HOWARD WATCHES

THE AMERICAN WATCH OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

Write or Send for Catalogue to

THE SOLE AGENTS:

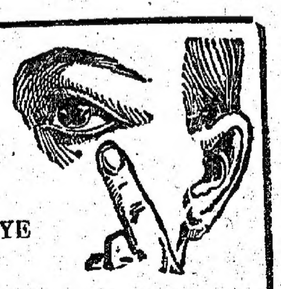
Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

CHATER ROAD

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO. SCIENTIFIC OPTICIANS, THE BLDGS. CHATER RD. HONGKONG

48

### NOTICE.

*Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed* DAILY PRESS *only, special business matter* THE MANAGER.

*Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.*

*Orders for extra copies of* DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

*P.O. Box 33. Telephone No. 12.*
*Telegraphic Address:* PRESS.
*Codes: A.B.C. 4th Ed., Lieber's.*

## NEW ADVERTISEMENTS

### NOTICE.

MR. HARDWIG NELLNER will leave our Firm by Friendly Agreement and will CEASE to Sign the name of our Firm from This Date.

GARRELS, BOERNER & Co.
Hongkong, 10th July, 1913. [866

### CONSULAT DE FRANCE, HONGKONG.

MONDAY next, 14th of JULY, being the FRENCH NATIONAL FÊTE, the Consul General for France will be pleased to Welcome at his Official Residence, 13, Peak Road, between 9.30 and 10.30, the Members of the French Community and "Protégés," and between 11 and 12.30, his Foreign Colleagues, British Officials and Officers as well as all other Friends who may be able to call on that occasion.

Hongkong, 10th May, 1913 [869

### CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE NOTICE GIVEN by circular under date the 30th day of June, 1913, convening an Extraordinary General Meeting of the China and Manila Steamship Co., Ltd., for Saturday the 12th day of July, 1913, at 11 o'clock in the forenoon, IS HEREBY CANCELLED.

SHEWAN, TOMES & Co.,
General Managers,
CHINA AND MANILA STEAMSHIP Co., LTD.
Dated this 11th day of July, 1913.

### CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA AND MANILA STEAMSHIP CO., LTD., will be held at the Offices of the General Managers at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on THURSDAY, the 24th day of JULY, 1913, at 11 o'clock in the forenoon, when the subjoined Resolution will be proposed:—

"That the CHINA AND MANILA STEAMSHIP "Co., LTD., hereby authorises and requests "E. C. BARNES, Esq., as its proxy in "Manila to vote for it and on its behalf "at the next Meeting of the PHILIPPINES "STEAMSHIP Co., in favour of passing "the Report and Audited Accounts of that "Company for the year ending the 31st "December, 1912; and particularly in "favour of treating the freights and "passage monies collected by the late "Comprador and unaccounted for by him, "amounting (less commission) to $75,234.11, "as a loss to that Company to be written "off the said Accounts accordingly."

SHEWAN, TOMES & Co.,
General Managers,
CHINA AND MANILA STEAMSHIP Co., LTD.
Dated this 11th day of July, 1913. [870

### NOTICE.

IT IS HEREBY NOTIFIED that Applications are invited for the Vacant Posts of TWO PROBATIONER NURSES in the CIVIL MEDICAL DEPARTMENT.

Applications must be in the Handwriting of the Candidates accompanied by Certificates of Character, and be forwarded to the Undersigned.

For full particulars please apply to the Matron at the Civil Hospital.

J. T. C. JOHNSON,
Principal Civil Medical Officer.
Hongkong, 10th July, 1913. [867

### TO LET.

NO. 3, ORMSBY VILLAS, GRANVILLE ROAD, Kowloon, from 1st August. Tennis Court.

Apply—
"A. R.,"
Care of "Daily Press" Office.
Hongkong, 11th July, 1913. [868

### AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KANSAS,"

Captain R. Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 17th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 10th July, 1913. [864

## INTIMATIONS

### HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Season will be held at HAPPY VALLEY TO-MORROW (SATURDAY), the 12th July, 1913, commencing at 3.15 P.M.

The Charge of Admission will be $1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.
Hongkong, 10th July, 1913. [865

### THE "STAR" FERRY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the "STAR" FERRY CO., LTD., will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LTD., Pedder Street, Hongkong, on WEDNESDAY, 16th JULY, 1913, at 12.30 o'clock in the afternoon, when the subjoined Resolutions will be proposed:—

1. That the Capital of the Company be increased from $300,000 to $400,000 by the creation of 10,000 new Shares of $10 each.
2. That the Directors be and they are hereby authorised to distribute $100,000 from the Reserve Fund amongst the persons who are Registered as Shareholders of the Company on such date as the Directors may decide by way of bonus in proportion to the number of Shares held by them on such last mentioned date and that such bonus be payable on such date as the Directors may appoint
   Where such distribution would involve a payment of a fraction of cents such fraction shall be ignored.
3. That the Directors may be authorised to offer at par to every person Registered as a Shareholder on such date as the Directors may decide one new Share of the Company for every complete three old Shares held by him on which all calls have been paid such new Share being (subject to the above condition as to fractions) equal in nominal amount to the bonus payable to him for every complete three old Shares held by him under the last preceding clause and that the nominal amount of such new Share be paid to the Company on or before such date as the Directors shall appoint, such new Share to participate in the First Dividend Declared after the issue thereof pari-passu with the existing Shares.
4. That the offer of the new Shares as referred to in Resolution (3) must be accepted on or before such date as the Directors shall appoint.
5. That no Shareholder shall be entitled to an offer of any fraction of a new Share in respect of an odd share held by him.
6. That the Directors be authorised to dispose of any new shares offered to a shareholder and declined or not accepted within such terms and conditions and at such times as the Directors may appoint and of any surplus new Shares to such persons upon such terms and conditions and at such times as the Directors think fit.

By Order,

W. S. BROWN,
Acting Secretary.
Hongkong, 1st July, 1913. [843

### WANTED.

COMPETENT CHINESE TYPIST. Good Handwriting and through Knowledge of English indispensable.

Apply by letter to—

MANAGER,
"HONGKONG DAILY PRESS" Office.
Hongkong, 16th June, 1913. [762

### WANTED.

YOUNG ENGLISH LADY, now in Japan, age 23, desires post in English family at once as Companion to Young Girl or Lady. Would travel

Reply under— "T.,"
Care of "JAPAN GAZETTE," Yokohama.
856]

### MASSAGE!

SKILLFUL, Safety in the General or Electric.

MISS MORITA,
Care of NOMURA HOTEL,
15, 16 and 17, Connaught Road
Opposite Blake Pier,
Hongkong, 8th May, 1913. [652

### HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under taken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch.

Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).

Telephone No. 650.
Hongkong, 1st June, 1913. [772

### GRACA & CO.

PEDDER ST. (Hongkong Hotel Building)
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS TOYS, &c.
Just Received
FRESH SUPPLY OF VEGETABLE SEEDS.
[842

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

54

## INTIMATIONS

# LANE, CRAWFORD & Co.

TELEPHONE 97.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt is the Finest Blend of TEA at the Price to be had in China.

## LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED

## FOOCHOW TEA.

PRICES:—Including Freight, Duty and Delivery to any address in the United Kingdom.

Per **10** Catty Box, **$17.50.** Per **5** Catty Box, **$10.00.**

[46

## PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—
WING ON Co.
SINCERE Co.
KWONG HIP SHING.
KWONG WAH.
KWONG FOOK CHEONG.
SUN Co.
CHEN KWONG.
M. Y. SAN.
M. ALLISON.
SAN KWOK MAN.
AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:
PAT-A-CAKE.
SHORTCAKE.
TEDDY BEAR.
LEMON PUFF CREAM.
CLOTTED CREAM.

Other well-known Biscuits such as Marie, Petit Beurre, Milk, Nice, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:

## MacEWEN, FRICKEL & Co.,

HONGKONG AND CANTON. [392-2

### PUBLIC COMPANY

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd July, to the 5th August, 1913, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 8th July, 1913. [850

### CHEESE

WE beg to inform our Customers that we have received a New Shipment of our well-known CANADIAN STILTON CHEESE.

THE
DAIRY FARM CO., LTD.
28

### NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED.

EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,
1c, D'AGUILAR STREET,
HONGKONG.
Hongkong, 25th June, 1913. [45

## TO LET

### TO LET

NO 21, SHELLEY STREET.

No. 59, THE PEAK, 6, CAMERON VILLAS, Mount Kellet.

One GODOWN, Duddell Street.

Furnished, "KIRKENDOA," No. 113, THE PEAK, till 30th September. Immediate possession.

"CRAIG RYRIE," No. 4, The Peak, 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.

MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS

To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.

For Sale.—"LADBROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 3rd July, 1913. 64

### TO LET.

OFFICE, One or Two ROOMS, in the New Building at No. 6, DES VŒUX ROAD CENTRAL.

Apply to—
T. YUASA,
6, Des Vœux Road Central.
Hongkong, 9th July, 1913. [861

### TO LET.

FURNISHED, for Ten Weeks from Middle of August, Ground Floor of "FORMOSA," No. 20, THE PEAK, 5 minutes from Tram Station.

Apply—
F. WESTON,
above address.
Hongkong, 8th July, 1913. [858

### TO LET.

(From 1st July, 1913.)

NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—
LINSTEAD & DAVIS.
Hongkong, 10th June, 1913. [780

## TO LET

### TO LET.

FLATS, "WILD DELL," No. 147 Wanchai Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants Quarters. Quiet Locality.

"HOMESTEAD," No. 45, PEAK.

Apply to—
TSANG KIT-FAN,
Compradore Department,
HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, 29th April, 1913. [522

### TO LET.

THE GROUND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, consisting of a Strong Room and Outhouses suitable for Banking or Commercial Offices, ready for immediate occupation.

Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 4th July, 1913. [850

### TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

ALSO

NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th May, 1913. [663

### TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES, Nos. 12 & 14, Queen's Rd. Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
No. 36, CAINE ROAD.

Apply to—
M. J. D. STEPHENS.
Hongkong, 4th July, 1913. [722

### TO LET.

NO. 153, PRAYA EAST, GODOWN.

No. 29, WONG-NEI-CHONG ROAD.

FOR SALE or TO LET.

Unfurnished, a HOUSE at THE PEAK.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 11th July, 1913. [65

## BANKS

### THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... ... ...£1,200,000
RESERVE FUND... ... ... ...£1,700,000
RESERVE LIABILITY OF PROPRIETORS ... ... ... ...£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [133

### INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

| | |
|---|---|
| Bombay | Kobe |
| Calcutta | Manila |
| Canton | Mexico |
| Cebu | Panama |
| Colon | Peking |
| Empire | San Francisco |
| Hongkong | Shanghai |
| Hankow | Yokohama |

CAPITAL AND SURPLUS ... $7,060,000
equal £1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum. or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 2nd November, 1912. 220

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19

## BANKS

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... ... $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/-=$15,000,000
SILVER ... ... ... $17,200,000
$32,200,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.
S. H. DODWELL Esq.—Chairman.
Hon. Mr. D. LANDALE.—Deputy Chairman.

G. Friesland, Esq. | W. L. Pattenden, Esq.
C. S. Gubbay, Esq. | J. A. Plummer, Esq.
P. H. Holyoak, Esq. | Hon. Mr. E. Shellim,
G. R. Laurenz, Esq. | H. A. Siebs, Esq.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum
For 6 months, 3½ per cent. per Annum
For 12 months, 4 per cent. per Annum

N. J. STABB,
Chief Manager.
Hongkong, 8th May, 1913. [18

### THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 18,200,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

| | | |
|---|---|---|
| Antung-Hsien | Liao-Yang | Ryojun (Port Arthur) |
| Calcutta | | |
| Bombay | London | San Francisco |
| Changchun | Los Angeles | Shanghai |
| Dairen (Dalny) | Lyons | Tieling |
| Fengtien (Mukden) | Nagasaki | Tientsin |
| Hankow | Newchwang | Tokyo |
| Harbin | New York | |
| Honolulu | Osaka | |
| Kobe | Pekin | |

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 31st March, 1913. 443

### THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital .....Yen 10,000,000
Capital Subscribed (paid up) ...Yen 6,250,000
Reserve Fund.....Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

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|---|---|---|
| Amoy | Swatow | Tainan |
| Anping | Kobe | Tamsui |
| Canton | Nagasaki | Tokyo |
| Foochow | Osaka | Yokohama |
| Keelung | Shanghai | |

HONGKONG OFFICE,
3, DES VŒUX ROAD.
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913 [636

### THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... ... £1,500,000
SUBSCRIBED „ ... ... 1,125,000
PAID UP. „ ... ... 562,000
RESERVE FUND ... ... 415,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:

| | |
|---|---|
| Bombay. | Kandy. |
| Calcutta | Galle. |
| Howrah. | Singapore. |
| Delhi. | Penang. |
| Madras. | Kota Bahru, Kelantan. |
| Karachi. | Kuala Lumpur, F.M.S. |
| Rangoon. | Hongkong. |
| Colombo. | Shanghai. |

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., LTD.

BANKERS:
BANK OF ENGLAND.
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Hongkong, 25th June, 1913.

## THE TALATI OPIUM CASE.

### THE JUDGMENT OF THE APPEAL COURT.

Judgment was given yesterday in the appeal, which recently came before the Full Court of Appeal, and in which B. N. Talati, plaintiff, asked that the judgment of Mr. Justice Gompertz, delivered on the 18th March, in favour of the defendant, M. P. Talati, be set aside, and that judgment be entered for the appellants with costs.

Mr. F. C. Jenkin (instructed by Mr. Hind, of Messrs. Brutton & Hett) appeared for the appellant, and Mr. E. H. Sharp, K.C., and Mr. M. W. Slade, K.C. (instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon & Harston), were for the respondent.

The judgment of the learned PRESIDING JUDGE (Sir Havilland de Sausmarez) was read by the Chief Justice (Sir Wm. Rees Davies, K.C.) as follows:—

There is, I think, not much difficulty as to the facts in this case or the position of the parties, the only points which are difficult to decide arise from a recital in an agreement of the 22nd July, 1911, between the plaintiff, the defendant and Messrs. Kadoorie and Gourgey. The differences between the parties have arisen from the prohibition of the importation of Persian opium into China. A Bombay firm of three Talatis, of which the defendant was one, carried on business under the firm name of P. F. Talati; Merwanji Talati, the defendant, was a partner and he managed the firm's business in Hongkong. They exported Persian opium from Hongkong to China. The Chinese Government took steps to stop the import of opium into China and decided to reduce the importation annually until it vanished at the end of 1916. In order to do this in 1908 it issued permits to known exporters in Hongkong, and permits were issued to the defendant as P. F. Talati. These permits were issued by the Imperial Maritime Customs, who would be qualified to decide who were the old importers by their receipt from them of the customs duties on opi[illegible] prior to 1908. The defendant who [illegible] done the business in the past was th[illegible]on they recognized; and when the fi[illegible] F. Talati became bankrupt they [illegible]ct continued to recognize the [illegible]o now managed a business i[illegible]ried on by Framji P. Tala[illegible]deal was made at the trial of the relationship of the defendant with the Customs, with the defunct firm and with Framji or, as he has been called in this case, F. P. Talati, but it is not, I think, necessary to follow the reasoning which led the learned Judge to the same conclusion which I have reached, because I have no doubt that, so long as the Customs were satisfied that they were giving the permits to the old importers or their representatives, they did not bother themselves about the internal economy of the firms who benefited by them. When therefore the agreement of the 22nd July recites that the defendant has "the right to a certain number of permits" it seems to me unnecessary to enquire into the intention of the Customs as to its legal destination in granting such right, so long as it is clear that those interested with the defendant were content to acquiesce in his disposition of the permits. And, as will presently appear, this was the case. In December, 1908, the plaintiff recovered judgment for a sum of over three lakhs of rupees in Bombay against the defendant's firm of P. F. Talati, and on this he sued the defendant in Hongkong, the writ being served on the 28th April, 1911. The plaintiff's interests were in the hands of one Apcar, an opium merchant in Hongkong, who, I have no doubt, was cognizant of the whole of the circumstances. He was to get as much as he could out of the defendant and retain 35 per cent. of the nett proceeds as his fee, the remaining 65 per cent. to go to the plaintiff, the evil effects of such a doubtful arrangement become apparent when it is realized that the result was to put Apcar's interests into conflict with those of his principal. On the 24th April Apcar writes to the plaintiff that the writ had been issued and that "Mr. M. J. Talati has funds to meet us." This is wholly inconsistent with his letter of the 10th May, in which he says of the defendant, "he has no money and we all know that." I can only suggest as a reason that he was not sure of his 35 per cent. on the 24th April. It is not necessary to discuss this correspondence at length, but it seems clear that the only hope of getting anything substantial out of the defendant was based on the strength of these permits. It was necessary that the defendant should still get these permits from the Chinese Government, that he should not be forced into bankruptcy, as he was the person recognized by the Chinese Customs, and that it should be made clear that he was, as between those of the Talati family who had an interest in the permits, the person who had the right which is recited in the agreement. In his letter of the 10th May, 1911, Apcar says to the plaintiff, "I have had several interviews with him (the defendant) and have come to the conclusion to accept from Talati and Kadoorie cash $12,000 in 1911, 45 permits for 1912, 40 permits for 1913, 25 permits for 1914, 20 permits for 1915 and 10 permits for 1916, a total of 140 permits." I may mention that Kadoorie and Gourgey, who were interested in the 1911 permits, had to be arranged with, and so they come into the agreement of the 22nd July, but they need not trouble us further. All efforts then were concentrated on the embodiment of these terms in an agreement which would also show on the face of it the defendant's right to deal with the permits. The plaintiff and Framji P. Talati came to Hongkong as did Ardeshir Talati, one of the partners in the extinct firm, and this agreement was settled with the consent of all; it was finally signed on the 22nd July, 1911. There is evidence that the defendant's title was particularly considered. On the 17th July the Chinese Government revoked the right to permits to import opium, and this news reached the Customs authorities about midnight on the 21st July. They took no action on the following day, which was a Saturday, but on the 24th they notified the defendant of this. In the meantime, however, the news was leaking out, and Apcar, who was present at the signature of the agreement on the 22nd, got a telephone message while he was there saying that it was rumoured that the Chinese Government was revoking the permits. He said nothing about it, and allowed the parties to leave without communicating this important piece of news. In considering Apcar's conduct throughout, it must be remembered that he stood to gain a large sum for his services if this matter went through, nothing if it did not, that the plaintiff had put himself into Apcar's hands and was being completely guided by him, and we must conclude at all events that Apcar's own interests were all on the side of the agreement even if only the $12,000 were paid. After the signature of the agreement it appears to have been acted on by everyone, on the 24th the action against the defendant was withdrawn, and on the 29th July the sum of $12,000 was paid to Apcar, for which he accounted to the plaintiff. From that time up to the 30th December the agreement was treated by all parties as subsisting. On the 30th December the writ was issued without any warning. By this time it had become evident that the sword would fall on the 1st of January, that the permits were as good as dead, and the agreement with the defendant was worth nothing beyond the $12,000 which they had already got. During all this time the defendant, Apcar and others were moving heaven and earth to get the order of the Chinese Government revoked, the plaintiff had left Hongkong and was in communication with the defendant and presumably with Apcar, and he knew what was going on. It is not necessary to enumerate all the steps taken, for I have no hesitation in coming to the conclusion that the intention of the parties was to keep the agreement alive in the hope of such diplomatic pressure being brought to bear on the Chinese Government that they would revoke, modify or defer their prohibition of the 17th July. In the judgment of Gompertz J., a considerable part of the case was left untouched, because he concluded that the notification of the Chinese Government was "nothing more than the announcement of an intention to revoke at a future time." I do not agree, the intention of the Chinese Government is communicated in a notification by the Waiwupu in which the words occur, "It is now decided that from the 1st day of January of the coming year all such opium shall be prohibited from being imported into China." Reasons are outlined. Then there is the notification of the Commissioner of Customs in which he says that, "the importation of Persian . . . opium into China has been prohibited by the Chinese Government, such prohibition to take effect on and after the 1st January, 1912." I think this notification by Mr. Harris accurately states the position. The order to stop opium had been made, it was not merely an intention to make it, and the rights of opium importers to permits were gone as from the 1st January, 1912, though they might be revived by a cancellation or suspension of the order. Having stated somewhat fully the position of the parties and the circumstances, I may now come to consideration of the material parts of the agreement and their effect. The fifth recital is as follows:—

"Whereas the right to a certain number of permits for the importation of cases of Persian opium into the Empire of China has been granted by the Chinese Government to the said Merwanji Pallonji Talati in the name of his said firm F. P. Talati which right has been duly exercised by him from that date up to the present time and is still in full force."

Clause 1 deals with the abandonment of the action by the plaintiff against the defendant on the Bombay judgment. In Clause 2 the defendant grants to the plaintiff his right to export to China 140 cases of opium from the 1st January, 1912, and agrees to deliver signed applications for permits in each year, and in Clause 5 agrees to pay $12,000 to the plaintiff. Clause 6 provides for the course to be followed should the Chinese Government "put a stop to the importation of opium." The learned Judge who saw the witnesses found that the defendant acted in good faith throughout, and he says with regard to the defendant's representations which are embodied in the recital which I have read "even if they had not been literally borne out by the facts (as I find they are) were at any rate perfectly true in the sense in which they were accepted by Apcar." He also comments strongly and rightly on the absence of Apcar from the box. If the plaintiff wished to controvert the defendant's statements as to his position he was bound to call the man who represented him. Relying on the impression made on the learned Judge by the defendant, after consideration of the facts as put before us, I come without hesitation to the same conclusion as he did, and were it not for the words "and is in full force" at the end of the recital the case would end there. But in fact the right was not in full force when the agreement was signed, and the plaintiff says that if he had known of the action of the Chinese Government in cancelling the right to import opium he would have refused to sign. I must admit that I am not sure that he would have done so, but the fact remains that there is a covenant on the part of the defendant as to his title to the subject matter of the contract, and the right which he covenanted to be in full force was so no longer. On this part of the case he bases his claim to be relieved from the contract on mutual mistake and on the failure of the condition precedent in the recital. The two do not stand in the same position; the recital in the written contract is conclusive, the onus of proving that there was a mutual mistake is on the plaintiff. There appears to have been a mutual mistake in that neither party knew of the action of the Chinese Government when the agreement was signed; but the plaintiff must further prove that the mistake was a fundamental error (Kerr on Fraud and Mistake, 3rd ed., p.441). It is true that the plaintiff swears he would not have signed had he known, and that on the face of it this decision of the Chinese Government was a very material matter, but inasmuch as I think this agreement was made in order to secure to the plaintiff the only considerable asset the defendant had, namely, the right in expectation to certain permits which were to come to him after the 1st January, 1912, and inasmuch as it appears that Apcar, whose influence on the plaintiff was certainly great, knew before the parties separated after signing that something had occurred to prove at least the inaccuracy of the recital and did nothing, I should hesitate to come to the conclusion that the knowledge of the action of the Chinese Government was in fact material. It is a matter on which I should have been glad to know the view of the Court below, as it must have been materially affected by the demeanour of the witnesses. But this doubt is of minor importance as the plaintiff is still entitled to have the agreement set aside on the ground that the covenant that the defendant's rights are in full force has failed. But the defendant says that even so the plaintiff has elected to treat the agreement as being in full force, not once nor twice by overt acts on the 24th and 29th July by abandoning his action and by taking payment of $12,000, but by his conduct throughout. It is clear on the cases that this contention is well founded. He received part of the consideration, and Carter *v.* Scargill is conclusive. Nor can the ingenious contention of the plaintiff prevail that he was ignorant of the time at which the revocation took place, and so could not elect before his knowledge was perfected three or four days before the trial, first, because he pleaded months ere this the revocation of the rights was prior to the signature, and, secondly, because what may have influenced him was the possible cessation of the power to import opium and not the date of the order. The only remaining point is that the plaintiff claims on the authority of Bentsen *v.* Taylor, Sons & Co. (1893 2 Q.B. 274) damages for the breach of the condition precedent. In that case the question was whether a term in a charter party was a condition precedent or a warranty, the right to damages was not in issue, and Bowen L.J. held that the defendants intimated that "although they would not insist on treating the contract as broken by reason of the non-fulfilment of the promise they did not intend to rely upon that as a failure of a condition precedent, but only as a breach of warranty." I do not find that the plaintiff in this case did anything of the sort. I have already dealt fully with the facts and I need not recapitulate them, but the result of them is that the plaintiff and Apcar, in whose hands the plaintiff had left his affairs and whose motives are quite intelligible, elected to say that they were content to ignore any action of the Chinese Government and to pin their faith on the results of diplomatic pressure on that Government to make them alter their plans, and that they would go on with the contract as though the words "and are in full force" were not there; or, to put it in another way, they substituted a new contract identical with the old save for the omission of this condition. It is not immaterial to this conclusion to remember that the words were only put in at the last moment when the draft agreement was settled by Counsel, the particular points which were considered by him being those arising between the defendant and his past and present partners and not the title to the permits derived from the Chinese Government. It is no doubt not competent to us to consider this in construing the agreement, but we are entitled to do so when considering the acts of the parties and what they meant by them. The result is that the plaintiff was ready to go on relying on the withdrawal of the order or on the possible resumption of the issue of permits at a later date. That being so, subsequent events are regulated by clause 6 of the agreement which provides that "in the event of the Chinese Government putting a stop to the importation of opium into China the said Merwanji Pallonji Talati shall from the happening of such event be thereafter freed and discharged from further carrying out the terms of this agreement." A step was put to such importation on the 1st January, 1912, the plaintiff is, therefore, not entitled to damages. For these reasons I am of opinion that the appeal fails and should be dismissed with costs.

The Chief Justice added—My learned brother has asked me to express his opinion that the appellant's case was done full justice to by Mr. Jenkin and that he is confident that every point was fully dealt with by him.

The CHIEF JUSTICE in an equally lengthy judgment, concurred. He said that if the plaintiff, on being notified of the decision of prohibiting the permits from the 1st January following had claimed forthwith to have had the agreement set aside on the ground of mutual mistake as the agreement had been entered into in contemplation of a state of things which did not exist, he thought his claim would have been well founded. The case, however, did not stop there. Did not the facts show that he elected to stand by the agreement and to regard the alleged Chinese ultimatum as revocable? He (the Chief Justice) thought they did. It was stated in Mr. Shenton's evidence that after the agreement was signed (which means presumably on the same day), Apcar was told by telephone that "the Chinese Government had stopped Persian opium into China from next year," and the plaintiff stated in evidence that "Apcar put the whole matter through," and that Apcar had told him, after signing the agreement, of the prohibition. Then what followed? On the Monday following the action on the Bombay judgment was withdrawn. No complaint was made by plaintiff or Apcar of the mistake in the mind of both parties when the agreement was executed, and in fact no steps were apparently taken or contemplated until this action was brought. Furthermore, the sum of $12,000 payable under the agreement was received by the plaintiff's agent Apcar on the 29th July, some 5 days after they had notice of the pending prohibition, and the plaintiff's share was remitted to him by Apcar in the latter's letter of 31st July. Then there followed the correspondence between the plaintiff in Japan and the defendant here in which reference throughout is made to the action of the Chinese Government as to the future permits and from which it appears that all efforts were being made to get that action revoked, but there was no recantation by the plaintiff of his part in the transaction. These facts clearly, he thought, ousted the right of the plaintiff to rescind the contract which by his actions he had elected to stand by. Abundant authority was cited for this in Carter *v.* Scargill, 10 Q.B. 564, Campbell *v.* Fleming, 1 A. and E., 40, Dixon *v.* Heriot, 2 F. and F., 760. The conduct of the appellant in this case, whilst waiving his right to repudiate the contract, was wholly consistent throughout with his regarding the contract as being in full force so far as its prospective provisions were concerned and as if the decree prohibiting future permits had never existed.

The PUISNE JUDGE (Mr. J. H. Kemp), in concurring, said he had no doubt that from a very early date the plaintiff knew that the prohibition took place before the signing of the agreement,

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## NOTICES TO CONSIGNEES.

"BARBEE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SATSUMA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 7th July, 1913. [857

## NOTICE TO CONSIGNEES.

S.S. "SIBERIA,"

FROM SAN FRANCISCO VIA JAPAN PORTS AND SHANGHAI.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining undelivered FRIDAY, 11th inst., at Noon, will be landed at Consignees' risk and expense.

Cargo remaining undelivered TUESDAY, 15th inst., at NOON, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown MONDAY, 14th inst., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 8th August, otherwise they will not be recognized.

O. H. RITTER,
Acting Agent.

Hongkong, 8th July, 1913. [30

## TRADE AND COMMERCE.

*(S. D. SETNA & Co.'s FORTNIGHTLY REPORT.)*

Hongkong, 4th July, 1913.

BENGAL OPIUM.—Sales during the fortnight reported of about 16 chests of Patna New at $3,850 to $3,875, and Patna Old 65 chests at $3,650 to $3,725; Benares New 6 chests at $3,750, and Benares Old 5 chests at $3,650—in all about 92 chests. Clearances during the fortnight: 8 chests of Patna New, 97 chests of Patna Old; 5 chests of Benares New, and 2 chests of Benares Old—in all about 112 chests. Unsold stock is estimated at about 2,439 chests comprising 280 chests of Patna New, 1,392 chests of Patna Old, 434 chests of Benares New, and 333 chests of Benares Old. Sold but not taken delivery of by the buyers: 32 chests of Patna New, and 110 chests of Patna Old; 13 chests of Benares New, and 56 chests of Benares Old—in all about 211 chests.

Closing quotations.—Patna New at $3,857, and Patna Old at $3,725; Benares New at $3,750, and Benares Old at $3,650.

MALWA OPIUM.—Ruled steady, and sales are reported of 158 chests of Old at $3,040 to $3,300 per picul. Clearances of about 138 chests. Unsold stock, about 1,086 chests. Sold but uncleared stock, about 100 chests.

Closing quotations.—Malwa New at $2,900 to $3,050 per picul, and Malwa Old at $3,050 to $3,300 per picul.

COTTON.—Sales are reported of about 125 packages at $29 per picul. Closing quotations.—$27 to $30 per picul.

YARN.—Although the rate of exchange was low, the anxiety of importers to quit had the effect of weakening the market, otherwise prices would have advanced. Sales reported during the past fortnight are as under:—

| | | | per bale. |
|---|---|---|---|
| 50 | Bales | China No. 6s | $107 |
| 100 | „ | David „ 8s | 118 |
| 100 | „ | Coronation „ 10s | 116 |
| 100 | „ | Crown „ 10s | 119 |
| 100 | „ | Dunbar „ 10s | 121 |
| 200 | „ | City „ 10s | 128 |
| 200 | „ | Currimbhoy „ 10s | 126 |
| 200 | „ | David „ 10s | 126 |
| 100 | „ | Hongkong „ 10s | 111 |
| 100 | „ | Indo-China „ 10s | 126 |
| 100 | „ | Sassoon „ 10s | 127 |
| 100 | „ | Textile „ 10s | 125 |
| 100 | „ | Petit (Mill) „ 10s | 127 |
| 200 | „ | China „ 12s | 129 |
| 200 | „ | Currimbhoy „ 12s | 129 |
| 200 | „ | Dunbar „ 12s | 126 |
| 200 | „ | Dawn „ 12s | 130 |
| 200 | „ | Indo-China „ 12s | 132 |
| 200 | „ | Coorla „ 12s | 129 |
| 200 | „ | Sassoon „ 12s | 127 |
| 300 | „ | Naranjee „ 16s | 138 |
| 300 | „ | Sassoon „ 16s | 139 |
| 200 | „ | Bawreah „ 16s | 139 |
| 400 | „ | China „ 20s | 142 |
| 400 | „ | Moon „ 20s | 142 |
| 200 | „ | Indo-China „ 20s | 144 |
| 300 | „ | Goldmohur „ 20s | 149 |
| 200 | „ | New City „ 20s | 153 |
| 150 | „ | Fazulbhoy „ 20s | 148 |
| 100 | „ | Coorla „ 20s | 152 |
| 50 | „ | Kohimoor „ 20s | 145 |

in all about 5,450 bales, comprising about 50 bales of No. 6s, 100 bales of No. 8s, 1,400 bales of No. 10s, 1,400 bales of No. 12s, 800 bales of No. 16s, and 1,800 bales of No. 20s. Unsold stock is estimated at about 27,000 bales. Sold but not taken delivery of about 37,000 bales. Market closes steady.

LOCAL YARN.—Sales are reported of about 200 bales of No. 10s at $127½, and about 200 bales of No. 12s at $132 per bale—in all about 400 bales.

JAPANESE YARN.—Sales are reported of about 1,100 bales of No. 20s at $150 to $153 per bale.

SUNDRY ARTICLES.—In Imports sales are reported in Apricots at $15 per picul, Bezoar Stone at $140 per catty, Cloves at $48 to $52 per picul, Peacock Feathers at $35 per 10,000, Genda Horns at $150 per catty, Gum Olibanum at $10 to $13 per picul, Kismis at $13 to $15 per picul, Mavej at $8½ to $10 per picul, and Putchuck at $85 per picul. In Exports purchases are reported in Cassia at $14½ to $15 per picul; Cassia Buds at $30 per picul. In Green Beans and White Beans at $4½ per picul, Cardamum Seeds at $30 per picul, Zedoary at $13 per picul, Galangal at $7 per picul, Sugarcandy at $12 per picul, and Fire-crackers at various prices ranging from $9 to $30 per case.

The reported closing quotations are as under:—

| IMPORTS. | Price per picul |
|---|---|
| Almonds | $ 26 to 38 |
| Aloes | „ 18 „ 22 |
| Angoor (Grapes) | „ 12 „ 15 |
| Apricots (Jardalo) | „ 11 „ 16 |
| Asafœtida | „ 10 „ 20 |
| Aventurine Stone (per catty) | „ 1 „ 11 |
| B'Dellium (Googal) | „ 6 „ 9 |
| Bezoar Stone (per catty) | „ 130 „ 150 |
| Bhesabole | „ 9 „ 12 |
| Borax | „ 15 „ 16 |
| Borneol | „ 115 |
| Cloves | „ 45 „ 52 |
| „ Sticks | „ 4 „ 4½ |
| „ (Extracted) | „ 11 „ 12 |
| Corundum Stones | „ 7 „ 30 |
| Feathers Peacock's (per 10,000) | „ 35 „ 40 |
| Fennel Seeds | „ 5 „ 7½ |
| Flour, American (49 lbs.) | „ 2.10 „ 2.40 |
| Gallnuts (Maya) | „ 22 „ 30 |
| Genda Horns (catty) | „ 130 „ 180 |
| Groundnuts (Rangoon) | „ 5 „ 7 |
| Gum Olibanum | „ 6 „ 14 |
| Hallibore (Kadoo or Kutki) | „ 16 „ 24 |
| Ivory (large pieces) | „ 700 „ 750 |
| „ (Aksha) | „ 350 „ 480 |
| Ivory (Bamboo) | „ 320 „ 380 |
| „ (Chatta) | „ 720 „ 800 |
| (Ghabla) | „ 300 „ 400 |
| „ (Khandwar) | „ 300 „ 400 |
| Kismis | „ 11 „ 15 |
| Mavej (Raisins) | „ 8 „ 10 |
| Myrambolams (Harda) | „ 4 „ 5 |
| Myrrh | „ 8 „ 10 |
| Onions, Bombay (per basket) | „ 0.70 |
| Onions, Japan (per picul) | „ 4 „ 20 |
| Prawn Dust (per picul) | „ 4½ „ 5 |
| Putchuck (Ooplate) | „ 75 „ 90 |
| Quicksilver | „ 130 |
| Rice | „ 5 „ 6½ |
| Rhinoceros Horns | „ 360 „ 400 |
| Rosa Oil | „ 70 „ 90 |
| Rose Maloes (Selarus) | „ 5 „ 33 |
| Saffower (Koosoomful) | „ 11 „ 13 |
| Saffron (Kaiseer) per catty | „ 6 „ 10 |
| Sago | „ 6 „ 9 |
| Saltpetre | „ 11 „ 12 |
| Sandalwood | „ 24 „ 45 |
| „ Oil | „ 200 „ 350 |
| Senna Leaves | „ 7 „ 8½ |
| Shark fleh | „ 5 „ 5½ |
| Sugar (Java) | „ 8 „ 8½ |
| „ (Mauritius) | „ 6½ „ 7 |

| EXPORTS. | Price per picul. |
|---|---|
| Bamboo blinds (per 100 sq. ft.) | $ 2 |
| Bean oil | 10 to 14 |
| Beans (Green) | 4½ „ 5 |
| Beans (White) | 4½ „ 5 |
| Beans (Soy) | 4½ „ 5 |
| Betelnuts | 4½ „ 5½ |
| Brass Buttons (per one line) | 55 |
| Bristles (Black) | 310 „ 350 |
| „ ( „ A B C) | 110 „ 140 |
| „ (White) | 650 „ 690 |
| „ ( „ A B C) | 210 „ 250 |
| Camphor | 80 „ 90 |
| „ Oil | 35 „ 40 |
| Cantharides | 85 „ 95 |
| Cardamum Seeds | 28 „ 32 |
| Cassia Buds | 29 „ 32 |
| Cassia Lignea | 14½ „ 15 |
| „ „ (Broken) | 10 „ 13 |
| „ „ Oil | 140 „ 250 |
| Catgut Strings (per catty) | 11½ „ 12½ |
| China roots (cleaned) | 11½ „ 12½ |
| „ (Uncleaned) | 8 „ 9 |
| Cinnamon | 19 „ 21 |
| Combs (Bamboo) (per 1,000 pieces) | 35 |
| Drums (per 108 Sers) | 40 |
| False Pearls | 10 „ 50 |
| Feather Duck | 36 „ 38 |
| Fire Crackers | 9 „ 38 |
| Fishing Line Twisted (per catty) | 7 „ 12 |
| „ Loose ( „ ) | 8 „ 25 |
| Galangal | 6 „ 7½ |
| Garlic | 6 „ 7 |
| Ginger (dry) | 12½ „ 13½ |
| „ (wet) | 7 „ 8 |
| Glass Beads | 17 „ 30 |
| Glue | 25 „ 28 |
| Groundnuts (with shell) | 8½ „ 9½ |
| „ (without shells) | 11 „ 12 |
| „ oil | 20 „ 25 |
| Human hair | 250 „ 400 |
| Isinglass | 90 „ 100 |
| King Fisher Skins (per 100) | 16½ „ 18½ |
| Mattings (Damask) (per 100 pieces) | 40 „ 70 |
| „ (Lintan) „ | 25 „ 52 |
| „ (Canton) „ | 20 „ 48 |
| „ (Ningpo) „ | 17 „ 30 |
| Musnal | 9 „ 14 |
| Nux Vomica | 8 „ 10 |
| Partridge Cane (per 1,000) | 40 „ 230 |
| Paper (Moheemia) | 33 „ 115 |
| Peppermint Crystals | 2,120 |
| „ Oil | 130 „ 330 |
| Pepper (Black) | 28 „ 37 |
| Preserves (box of 6 Jars) | 3 „ 5 |
| Rice | 5½ „ 7½ |
| Rhubarb | 28 „ 35 |
| Scales (30 pieces) | 48 „ 51 |
| Star Aniseed | 38 „ 42 |
| „ Oil | 280 „ 430 |
| Sugar Refined | 8 „ 9½ |
| Sugar Candy | 11½ „ 12 |
| Tea | 25 „ 100 |
| Tea oil | 27 „ 30 |
| Tin Leaves (foils) | 200 |
| Turmeric | 7 „ 8 |
| Vermillion | 65 „ 70 |
| Vitriol Blue | 17½ „ 19 |
| Walnuts | 13 „ 20 |
| Wax | 34 „ 38 |
| Wood oil | 20 „ 30 |
| Zedoary (Kapoor Kutchery) | 12½ „ 13½ |

| EXCHANGE—(Closing Quotations). | |
|---|---|
| On India T.T. Rs. | 147½ |
| Demand Rs. | 147½ |
| On London T.T. Sh. | 1/11 9/16 |
| Demand Sh. | 1/11 13/16 |
| On Shanghai | 73½ |
| On Singapore and Penang | $84¼ |
| On Japan | 96½ |
| On Australia (30 days) | 2/0⅝ |
| On America | 47¾ |
| On Batavia | 118¾ |
| On Germany | 200½ |
| On France | 248 |
| Bar Silver (per oz.) | 26⅞ |
| Gold (100 fine) | $53.20 |

## AUSTRIAN OFFICER'S TREACHERY.

The case of Colonel Redl, who shot himself when it was discovered that he had been acting as a spy to Russia, proves to be very serious from the military point of view. During the Bosnian annexation crisis Colonel Redl was deputy chief of the intelligence department of the general staff, one of the most confidential posts in the Austrian army. He was then already in Russian pay, and it is stated that the most important details of the mobilisation and strategic plans of the Austro-Hungarian army were made known to the monarch's most dangerous enemy. He subsequently became chief of the staff of the eighth army corps at Prague, where also he was in a position to betray important information. It is now admitted that throughout the crisis last winter the movements of the Austrian forces were replied to and sometimes even anticipated by counter movements on the Russian side of the frontier. This is now explained by Colonel Redl's treachery. It appears that he went twice to Warsaw last winter and visited the Russian chief of the general staff. Colonel Redl's extravagence in private life had caused some remarks in recent years, but there were no definite grounds for suspicions until the arrest of the two brothers Jandric, both officers, in March. Among their papers was found a letter from the Russian military attaché telling them to ask Colonel Redl if they could not get certain information elsewhere.—After that Colonel Redl was closely watched, until sufficient proof of his guilt had been collected. It is stated that other officers related to Colonel Redl were implicated, and some arrests have been made.

In an interpellation in the Reichsrath some deputies complained that the way in which Colonel Redl was practically forced to commit suicide was likely to prevent the full clearing up of the affair and the discovery of his accomplices which a regular trial would have made possible. The reply of the minister of national defence to the interpellation about the Redl espionage case threw little new light on the subject, the minister's chief object apparently being to deepen the mystery surrounding Redl's last hours in order not to be forced to admit that the officers who took his confession practically compelled him to commit suicide. This part of the minister's speech consequently made an unfavourable impression on the House. The chief point of interest in the speech was the minister's statement that Redl acted as a spy for more than one foreign State. It is thought that probably Servia was meant as well as Russia. The minister also stated that Redl had no accomplices, and could not have betrayed Germany's military secret, nor the details of the Austrian mobilisation, as he did not know them. According to the minister's statement, he only revealed the general instructions for mobilisation. The minister declared that the arrest of Redl's friend, Lieutenant Horinka, was in connection with the former's perverse instincts, and not espionage.

## SHIPPING IN PORT.

STEAMERS.

ATAGOSAN MARU, Japanese str., 2,523, K. Kawamura, 7th July—Miike 2nd July, Coal.—Mitsui Bussan Kaisha.

BENCLEUCH, British str., G. McMillan, 30th June—Moji 24th June, Coal.—Gibb, Livingston & Co.

CHIPSHING, British str., 1,199, T. M. Meyrick 5th July—Tientsin 27th June, General—Jardine, Matheson & Co.

DAIGI MARU, Japanese str., 844, Tokushigo, 9th July—Swatow 8th July, General.—Osaka Shosen Kaisha.

EMPRESS OF RUSSIA, British str., 16,810—8,789, E. Beetham, R.N.R., 8th July—Vancouver 19th June, General.—Canadian Pacific Railway Co.

FAUSANG, British str., 1,410, S. Malkin, 3rd July—Moji 27th June, Coal.—Jardine, Matheson & Co.

HAIYANG, British str., 1,362, A. E. Hodgins, 9th July—Swatow 8th July, General.—Douglas, Lapraik & Co.

HALDIS, Norwegian str., 1,065, Jurgensen, 2nd July—Amoy 1st July, General.—Java-China-Japan Lijn.

JAPAN, British str., 3,806, C. P. Siddon, 7th July—Calcutta 21st June, General.—David Sassoon & Co.

KWONGSANG, British str., 1,424, W. F. Bichard, 9th July—Shanghai 5th July, General.—Jardine, Matheson & Co.

LAISANG, British str., 2,225, E. J. Tadd, 7th July—Shimonoseki 2nd July, Coal and General.—Jardine, Matheson & Co.

LOKSANG, British str., 977, G. H. Bowker, 9th July—Weihaiwei 3rd July, General.—Jardine, Matheson & Co.

MEXICAN PRINCE, British str., 1,953, J. C. Young, 8th July—Singapore 1st July, Oil.—Asiatic Petroleum Co.

NAMSANG, British str., 2,591, H. E. Gilroy, 9th July—Calcutta 9th June, General.—Jardine, Matheson & Co.

PHEUMENH, British str., 1,065, J. H. Scott, 6th July—Saigon 2nd July, Rice.—Chinese.

PROTESILAUS, British str., 6,118, Jas. Milbeuch, 5th July—Kobe 1st July, General.—Butterfield & Swire.

QUARTA, German str., 1,140, H. Madsen, 7th July—Saigon 3rd July, General.—Siemssen & Co.

SHINYO MARU, Japanese str., 7,226, W. C. T. S. Filmer, 3rd July—San Francisco 4th June, General.—Toyo Kisen Kaisha.

SIBERIA, American str., 11,284, A. Zeeder, 8th July—San Francisco 12th June, Mails and General.—Pacific Mails S.S. Co.

TJIBODAS, Dutch str., 3,061, Kroes, 8th July—Swatow 7th July, General.—Java-China-Japan Lijn.

VARG, Norwegian str., 874, J. Jobsen, 6th July—Bangkok 29th June, Rice.—Chinese.

YOKOHAMA MARU, Japanese str., 6,469, S. Wada, 6th July—Seattle 3rd June, Flour and General.—Nippon Yusen Kaisha.

YUENSANG, British str., 1,128, Rolfe, 8th July—Manila 5th July, General.—Jardine, Matheson & Co.

## LATEST STEAMER MOVEMENTS.

The O.S.K. str. *Mexico Maru* (American Line), from Tacoma via Japan ports, left Shanghai for this port on the 9th July, p.m., and is due in Hongkong on the 13th July, a.m.

The C.P.R. str. *Empress of Japan* left Kobe on the 9th July, at noon, and is due to arrive at Shimidzu on the 10th July, at 6 a.m.

The E. & A. str. *Aldenham* left Sydney on the 9th July, for this port (via Queensland ports and Manila), and may be expected to arrive here on the 31st July.

The str. *Zafiro* left Manila on the 9th July, and is due here on the 12th July, at daylight.

## SHIPPING REPORT.

The British str. *Seang Bee* reports: Light variable wind and foggy.

## PASSED THE CANAL.

May 30th—*Antilochus, Nore.*

June 6th—*Ernest Simons, Glenroy, Teucer, Tydeus, Den of Glamis.*

June 10th—*Bohemia, Nippon.*

June 13th—*Calchas, Indrani, Namur, Nile, Perseus.*

June 17th—*Bengloe, Dunbar, Lennox, Kansas, Loval.*

June 20th.—*Miyasaki Maru, Ningchow, Vorwaerts, Cotswold Range, Yangtsze, Amazone, O. J. D. Ahlers.*

June 24th—*Ghazee, Liberia, Meinam.*

June 27th—*Lothian, Stentor, Nankin.*

July 1st—*Benvenue, Palawan, Peking, Princess Alice, Afghan Prince, Arabia, Tranquebar, Glenfarg.*

July 4th—*Belgravia, Konigen Luise, Kamo Maru, Kitano Maru, Oanfa, Peleus, Polynesien.*

July 8th — *Ambria, Goeben, Japan, Theseus, Baron Ogilvy, Neleus.*

ON SALE.

MAIL TABLES FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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Hongkong 10th January, 1913.

## WEATHER REPORT

On the 10th at 10.55 a.m.—Pressure has decreased slightly in all districts except over the lower Yangtze Valley and in the extreme South.

A shallow depression lies over Annam and the western portion of the China Sea.

Light or variable winds are indicated along the east coast of China and moderate E. winds over the northern portion of the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.14 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

| DISTRICT | FORECAST. |
|---|---|
| Hongkong & Neighbourhood | |
| Formosa Channel ... ... | Variable winds, moderate. |
| South coast of China between Hongkong and Lamocks. | The same as No. 1. |
| South coast of China between Hongkong and Hainan... | The same as No. 1. |

* E. winds, moderate; fair to showery.

## CHINA COAST METEOROLOGICAL REGISTER.

10TH JULY, 1913, A.M.

| Station. | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. |
|---|---|---|---|---|---|---|---|
| Vladivostock | 7 a. | 29.84 | 52 | — | SE | 5 | or |
| Nemuro | 6 a. | 29.91 | — | — | — | 0 | — |
| Hakodate | „ | 29.81 | — | — | NNE | 1 | — |
| Tokio | „ | 29.83 | — | — | SW | 1 | — |
| Kochi | „ | 29.34 | — | — | E | 1 | — |
| Nagasaki | „ | 29.4 | — | — | ENE | 1 | — |
| Kagoshima | „ | 29.78 | — | — | S | 1 | — |
| Oshima | „ | 23.79 | — | — | — | 0 | — |
| Naha | „ | 29.77 | — | — | S | 2 | — |
| Ishi'jima | „ | 29.82 | — | — | — | 0 | — |
| Bonin Is. | „ | — | — | — | — | — | — |
| Chefoo | „ | — | — | — | — | — | — |
| Weihaiwei | „ | 29.89 | 68 | 85 | SW | 3 | c |
| Hankow | „ | — | — | — | — | — | — |
| Ichang | „ | — | — | — | — | — | — |
| Kiukiang | „ | — | — | — | — | — | — |
| Changsha | „ | — | — | — | — | — | — |
| Shanghai | „ | 29.83 | 68 | — | ENE | 2 | — |
| Gutzlaff | „ | 29.83 | 68 | — | ESE | 5 | o |
| Sharp Peak | 7 a. | 29.75 | 81 | — | — | 0 | omd |
| Amoy | 6 a. | 29.84 | 80 | 82 | NE | 1 | c |
| Swatow | „ | 29.79 | 79 | 91 | E | 1 | b |
| Taihoku | 5 a. | 29.76 | — | — | S | 2 | b |
| Taichu | „ | 29.79 | — | — | — | 0 | — |
| Tainan | „ | 29.80 | — | — | E | 2 | — |
| Koshun | „ | 29.7 | — | — | — | 0 | — |
| Pescadores | „ | 29.78 | — | — | — | 0 | — |
| Canton | 9 a. | — | — | — | — | — | — |
| Hongkong | 6 a. | 29.74 | 80 | 91 | ESE | 1 | — |
| Tap Rock | „ | 29.70 | — | — | ESE | 4 | op |
| Macao | „ | 29.72 | 82 | — | SE | 2 | c |
| Wuchow | 9 a. | — | — | — | — | — | c |
| Lidthow | „ | — | — | — | — | — | — |
| Pakhoi | „ | — | — | — | — | — | — |
| Phulien | 6 a. | 29.71 | 79 | — | S | 4 | — |
| Tourane | „ | 29.69 | 79 | — | NE | 2 | b |
| C. St. James | „ | 29.03 | 77 | — | SW | 6 | or |
| Aparri | „ | — | — | — | — | — | o |
| Manila | „ | 29.84 | 75 | — | — | 0 | o |
| Legaspi | „ | 29.82 | 75 | — | SW | 1 | b |
| Sacolod | 9 a. | 29.89 | 81 | — | SW | 3 | o |
| Iloilo | „ | — | — | — | NW | 1 | o |
| Cebu | „ | 29.86 | 84 | — | — | 0 | o |
| Labuan | „ | — | — | — | — | — | c |

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the quantity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail l, lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches tenths and hundredths

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 10th

| | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer | 29.75 | 29.74 | 29.72 |
| Temperature | 87 | 80 | 85 |
| Humidity | 67 | 91 | 74 |
| Wind Direction | East | ESE | South |
| „ Force | 1 | 1 | 1 |
| Weather | c | op | c |
| Rain | — | 0.14 | — |

Highest open air Temperature on 9th ... 90
Lowest open air Temperature on 9th ... 78

## HONGKONG TIDE TABLE.

From 11th to 17th July 1913.

| Days of Week | Days of Month | High Water H'kong Mean Time. | Height | Low Water H'kong. Mean Time | Height |
|---|---|---|---|---|---|
| | | h. m | ft. in. | h. m. | ft. in. |
| Fri. | 11 | m 3 28 | 4 9 | m 9 2 | 3 1 |
| | | 3 40 a | 5 1 | 9 48 a | 2 5 |
| Satur. | 12 | m 4 18 | 5 4 | m 11 7 | 2 7 |
| | | 5 16 a | 4 5 | 10 33 a | 3 0 |
| Sun. | 13 | m 5 7 | 5 8 | 0 29 a | 2 1 |
| | | 6 50 a | 4 2 | 11 16 a | 3 3 |
| Mon. | 14 | m 5 51 | 6 3 | 1 32 a | 1 5 |
| | | 8 12 a | 4 0 | 11 58 a | 3 5 |
| Tues. | 15 | m 6 40 | 6 7 | m 2 21 | 1 0 |
| | | 9 23 a | 4 0 | | |
| Wed. | 16 | m 7 25 | 7 1 | m 0 41 | 3 6 |
| | | 10 21 a | 3 9 | 3 0 a | 0 7 |
| Thurs. | 17 | m 8 8 | 7 3 | m 1 24 | 3 6 |
| | | 11 1 a | 3 9 | 3 36 a | 0 5 |

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## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Weihaiwei.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.p.h., Lieut. Comdr. B. E. Prichard, Weihaiwei.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. H. Darwall, Hongkong.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Commr. Hugh P. E. T. Williams, Hankow.

Cherub, water tank and tug, 390 tons, i.h.p., 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p., 1,400 Comdr. Mackenzie, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. Wilkinson, Hongkong.

Flora 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Charles F. Corbett, M. V. O., Shanghai.

Hampshire, 10, 850 tons, 21,000 f.d., 14 guns, Captain Marcus Rowley Hill, Weihaiwei.

Kinsha, 616 tons, i.h.p. 1,200, Lt.-Comdr. H. Marryatt, Yangtze

Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Labuan.

Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jerram, C. B., i.h.p. 27,000 Capt. E. B. Kiddle, Weihaiwei.

Monmouth, armoured cruiser, 9,800 tons, i.h.p., 22,000, Capt. B. H. F. Bartlotet, M.V.O., Weiwaiwei.

Mocrhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. Alan Dixon, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Capt. F. A. Powlett, Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yangtsze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Wilkinson, Canton.

Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt.-Comdr. E. J. G. Mackinnon Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.

Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Commander N. E. Archdale. Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, west River

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Maurice B Leslie, Yangtse.

Taku, torpedo boat destroyer, 305 tons, i.h.p., 6,000, Gunner W. H. Byder, Hongkong.

Tamar, receiving ship, 4,680 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. Hon Guy Stopford, Chungkiang.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. R. N. Cottrell-Dormer, Yangtze

Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Maxwell, Weihaiwei.

Vira o, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Boddam Whetham, Weihaiwei.

Welland, T.B. [illegible] s, 7,500 f.d., 6 guns, Comd[illegible] haiwei.

Whi[illegible] destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Wiehaiwei.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. and Comdr. J. C. F. Borrett, Yangtze

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Robin W. Lloyd, Yangtze

Submarines:—

C. 36, D. J. McGillewie, Lieut.-Commr.
C. 37, J. A. Gaimes, Lieut.-Commr.
C. 38, R. K. C. Pope, Lt.-Commr.
T.B. 035, Lt.-Com. Handley, Hongkong.
T.B. 036, Lt.-Com. Stilemau, Hongkong
T.B. 037, Lt.-Com. Nicol, West River
T.B. 038, Lt.-Com. Seymour, West River.

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Hongkong, 24th June, 1913. [819

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

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Agents.

Hongkong, 20th June, 1913. [786

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THE Steamship

"CHINA,"

Captain C.H.S. Tocque, R.N.R. carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 19th July, 1913, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLDAVIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "PERSIA," due in London on the 31st August, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 7th July, 1913

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(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

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FOR NEW YORK.

S.S. "PATHAN" ... On or about 23rd July.

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Agents.

Hongkong, 1st July, 1913. 840

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## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAMES. | FLAG & RIG | BERTH. | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|---|
| LONDON & ANTWERP | FLINTSHIRE | Brit. str. | — | ... | JARDINE, MATHESON & Co., LD. | On 17th inst. |
| LONDON, VIA USUAL PORTS OF CALL | CHINA | Brit. str. | — | C. H. S. Tocque, R.N.R. | P. & O. S. N. Co. | On 19th inst., at Noon. |
| LONDON & ANTWERP VIA SINGAPORE, &C. | SARDINIA | Brit. str. | — | G. Manley | P. & O. S. N. Co. | About 23rd inst. |
| HAVRE, LONDON & ANTWERP, | GLENSTRAE | Brit. str. | — | Jas. McGillivray | SHEWAN, TOMES & Co. | About 18th inst. |
| HAVRE, BREMEN & HAMBURG, &c. | GOLDENFELS | Ger. str. | k. w. | Diedrichsen | HAMBURG-AMERIKA LINIE | On 23th inst. |
| HAVRE, DUNKIRK & HAMBURG, &c. | BERMUDA | Ger. str. | k. w. | Feldmann | HAMBURG-AMERIKA LINIE | On 18th Aug. |
| MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c. | ALTMARK | Ger. str. | k. w. | Knaisel | HAMBURG-AMERIKA LINIE | On 14th inst. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C. | KAGA MARU | Jap. str. | — | G. Tabuse | NIPPON YUSEN KAISHA | On 16th inst., at D'light. |
| MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID | ATLANTIQUE | Fren. str. | — | Charbonnel | MESSAGERIES MARITIMES | On 15th inst., at 1 P.M. |
| MARSEILLES, HAVRE & HAMBURG, &c. | PREUSSEN | Ger. str. | k. w. | Bahle | HAMBURG-AMERIKA LINIE | On 10th Aug. |
| VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C. | YOKOHAMA MARU | Jap. str. | — | S. Wada | NIPPON YUSEN KAISHA | On 15th inst., at 4 P.M. |
| VICTORIA, B.C., & TACOMA VIA KEELUNG, &C. | MEXICO MARU | Jap. str. | — | N. Kobayashi | OSAKA SHOSEN KAISHA | On 23rd inst., at 1 P.M. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND | DEN OF RUTHVEN | Brit. str. | — | ... | JARDINE, MATHESON & Co., LD. | About 27th inst. |
| VICTORIA, B.C., & TACOMA VIA KEELUNG, &c. | CHICAGO MARU | Jap. str. | — | Goto | OSAKA SHOSEN KAISHA | On 7th Aug., at 1 P.M. |
| TRIESTE, via SINGAPORE, PENANG, COLOMBO, &C | KOERBER | Aus. str. | — | ... | SANDER, WIELER & Co. | On 15th inst., at 4 P.M. |
| TRIESTE, FIUME, VENICE VIA SINGAPORE, &C. | E. F. FERDINAND | Aus. str. | — | ... | SANDER, WIELER & Co. | About 31st inst. |
| BOSTON & NEW YORK VIA PORTS & SUEZ CANAL | INDRASAMHA | Brit. str. | — | J. P. Jones | SHEWAN, TOMES & Co. | About 14th inst. |
| NEW YORK | PATHAN | Brit. str. | — | ... | DODWELL & Co. LTD. | On 23rd inst. |
| NEW YORK | ARAGONIA | Ger. str. | k. w. | Enigk | HAMBURG-AMERIKA LINIE | On 1st Aug. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | EMPRESS OF RUSSIA | Brit. str. | 2 m. | E. Bootham | CANADIAN PACIFIC R. Co. | On 16th inst., at Noon. |
| VANCOUVER, SEATTLE and/or TACOMA & P'LAND, (Or.) | BEISGAVIA | Ger. str. | k. w. | Ernst | HAMBURG-AMERIKA LINIE | On 25th inst. |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | MONTEAGLE | Brit. str. | 2 m. | W. Davison | CANADIAN PACIFIC R. Co. | On 30th Aug., at Noon. |
| SAN FRANCISCO VIA KEELUNG & JAPAN, &c. | SHINYO MARU | Jap. str. | — | W. C. T. Filmer | TOYO KAISEN KAISHA | To-morrow, at Noon. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | SIBERIA | Am. str. | — | A. Zeeder | PACIFIC MAIL S.S. Co. | On 19th inst., at 1 P.M. |
| SAN FRANCISCO VIA MANILA & JAPAN, &c. | CHINA | Am. str. | — | ... | PACIFIC MAIL S.S. Co. | On 29th inst., at 3 P.M. |
| AUSTRALIAN PORTS VIA MANILA | COBLENZ | Ger. str. | — | L. Klugkist | MELCHERS & Co. | To-morrow, at 9 A.M. |
| AUSTRALIAN PORTS VIA MANILA | TAIYUAN | Brit. str. | 1 m. | L. Dawson | BUTTERFIELD & SWIRE | On 16th inst., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | EASTERN | Brit. str. | — | ... | GIBB, LIVINGSTON & Co. | On 19th inst., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | INABA MARU | Jap. str. | — | S. Tominaga | NIPPON YUSEN KAISHA | On 30th inst., at Noon. |
| MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN | KIYO MARU | Jap. str. | — | ... | TOYO KISEN KAISHA | On 5th Aug., at Noon. |
| JAPAN | TJIMANOEK | Dut. str. | — | ... | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| YOKOHAMA & KOBE via SHANGHAI | VOERWAERTS | Aus. str. | — | ... | SANDER, WIELER & Co. | About 31st inst. |
| KOBE & MOJI | JAPAN | Brit. str. | — | C. P. Sedden | DAVID SASSOON & Co., LD. | To-morrow, at Noon. |
| KOBE & YOKOHAMA | MIYASAKI MARU | Jap. str. | — | Soyeda | NIPPON YUSEN KAISHA | On 17th inst., at 11 A.M. |
| KOBE & YOKOHAMA | PRINZ SIGISMUND | Ger. str. | — | D. Lenz | MELCHERS & Co. | About 22nd inst. |
| NAGASAKI, KOBE & YOKOHAMA | NIKKO MARU | Jap. str. | — | M. Yagi | NIPPON YUSEN KAISHA | On 30th inst., at 11 A.M. |
| MOJI, KOBE & YOKKAICHI | LUZON MARU | Jap. str. | — | H. Yamamoto | OSAKA SHOSEN KAISHA | On 18th inst., P.M. |
| WEIHAIWEI & TIENTSIN | KUEICHOW | Brit. str. | 1 m. | E. Forsyth | BUTTERFIELD & SWIRE | On 20th inst., at D'light. |
| TIENTSIN | CHIPSHING | Brit. str. | — | T. M. Meyrick | JARDINE, MATHESON & Co., LD. | On 15th inst., at D'light. |
| TIENTSIN | HUICHOW | Brit. str. | 1 m. | G. Hooker | BUTTERFIELD & SWIRE | On 17th inst., at Noon. |
| SHANGHAI, KOBE & MOJI | NAMSANG | Brit. str. | — | P. M. B. Lake | JARDINE, MATHESON & Co., LD. | To-morrow, at Daylight. |
| SHANGHAI | CHENAN | Brit. str. | 1 m. | L. Jones | BUTTERFIELD & SWIRE | To-morrow, at M'night. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | NAMWE | Brit. str. | — | A. Collyer | P. & O. S. N. Co. | About 12th inst. |
| SHANGHAI | KWONGSANG | Brit. str. | — | W. F. Bichard | JARDINE, MATHESON & Co., LD. | On 15th inst., at D'light. |
| SHANGHAI, KOBE & YOKOHAMA | AMAZONE | Fren. str. | — | Girard | MESSAGERIES MARITIMES | On 14th inst., at 6 A.M. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | SHINYO MARU | Jap. str. | — | Ohkuma | NIPPON YUSEN KAISHA | On 16th inst. |
| SHANGHAI | LUCHOW | Brit. str. | 1 m. | J. Meatheral | BUTTERFIELD & SWIRE | On 17th inst., at 4 P.M. |
| SHANGHAI | ASSAYE | Brit. str. | — | G. J. Coldwell | P. & O. S. N. Co. | About 17th inst. |
| SHANGHAI | CHOYSANG | Brit. str. | — | M. Courtney | JARDINE, MATHESON & Co., LD. | On 18th inst., at D'light. |
| SHANGHAI | LINAN | Brit. str. | 1 m. | C. C. Williams | BUTTERFIELD & SWIRE | On 19th inst., at M'night. |
| SHANGHAI | SILESIA | Ger. str. | k. w. | Christiansen | HAMBURG-AMERIKA LINIE | On 20th inst. |
| SHANGHAI, KOBE & YOKOHAMA | KIBIN MARU | Jap. str. | — | M. Deguchi | NIPPON YUSEN KAISHA | On 21st inst. |
| SHANGHAI, KOBE & YOKOHAMA | BOHEMIA | Aus. str. | — | ... | SANDER, WEILER & Co. | On 1st Aug., at 6 A.M. |
| SHANGHAI | TJIPANAS | Dut. str. | — | ... | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| SHANGHAI | KAIJO MARU | Jap. str. | — | Y. Yamamoto | OSAKA SHOSEN KAISHA | On 16th inst., at 2 P.M. |
| FOOCHOW VIA SWATOW & AMOY | DAIGI MARU | Jap. str. | — | S. Tokushige | OSAKA SHOSEN KAISHA | On 13th inst., at Noon. |
| TAMSUI VIA SWATOW & AMOY | HAIYANG | Brit. str. | 2 h. | A. E. Hodgins | DOUGLAS, LAPRAIK & Co. | To-day, at 11 A.M. |
| SWATOW, AMOY & FOOCHOW | HAIMUN | Brit. str. | 2 h. | J. W. Evans | DOUGLAS, LAPRAIK & Co. | On 13th inst., at 11 A.M. |
| SWATOW | HAICHING | Brit. str. | 2 h. | W. C. Passmore | DOUGLAS, LAPRAIK & Co. | On 15th inst., at 11 A.M. |
| SWATOW, AMOY & FOOCHOW | HAITAN | Brit. str. | 2 h. | J. S. Roach | DOUGLAS, LAPRAIK & Co. | On 18th inst., at 11 A.M. |
| SWATOW, AMOY & FOOCHOW | YUENSANG | Brit. str. | — | P. H. Rolfe | JARDINE, MATHESON & Co., LD. | To-morrow, at 2 P.M. |
| MANILA | TEAN | Brit. str. | 1 m. | Wake | BUTTERFIELD & SWIRE | On 15th inst., at 4 P.M. |
| MANILA, CEBU & ILOILO | ZAFIRO | Am. str. | — | F. S. McMurray | SHEWAN, TOMES & Co. | On 16th inst., at 4 P.M. |
| MANILA, MANGARIN, ILOILO & CEBU | LOONGSANG | Brit. str. | — | W. G. G. Leask | JARDINE, MATHESON & Co., LD. | On 19th inst., at 2 P.M. |
| MANILA, MANGARIN, ILOILO & CEBU | RUBI | Am. str. | — | J. Miller | SHEWAN, TOMES & Co. | On 26th inst., at 4 P.M. |
| BATAVIA, CHERIBON, SAMARANG, &c. | TJILIWONG | Dut. str. | — | ... | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| BOMBAY VIA SINGAPORE & COLOMBO | KAWACHI MARU | Jap. str. | — | Christiansen | NIPPON YUSEN KAISHA | On 21st inst. |
| BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO | INDO MARU | Jap. str. | — | M. Nemoto | OSAKA SHOSEN KAISHA | On 30th inst., P.M. |
| SINGAPORE, PENANG & CALCUTTA | POOKSANG | Brit. str. | — | T. A. Mitchell | JARDINE, MATHESON & Co., LD. | To-day, at Noon. |
| SINGAPORE, PENANG, RANGOON & CALCUTTA | HAKATA MARU | Jap. str. | — | H. Nomura | NIPPON YUSEN KAISHA | To-morrow. |
| SINGAPORE, PENANG & RANGOON | ITOLA | Brit. str. | — | W. W. Tucker | JARDINE, MATHESON & Co., LD. | On 15th inst., at D'light. |
| SINGAPORE, PENANG & CALCUTTA | LAISANG | Brit. str. | — | E. J. Tadd | JARDINE, MATHESON & Co., LD. | On 15th inst., at Noon. |
| SINGAPORE & SOURABAYA | CHUNSANG | Brit. str. | — | C. J. Mattock | JARDINE, MATHESON & Co., LD. | On 19th inst., at Noon. |
| SINGAPORE, PENANG, & CALCUTTA | JELUNGA | Brit. str. | — | J. R. O. Sullivan | DAVID SASSOON Co., LTD. | On 26th inst. |
| SANDAKAN | RAJAH | Ger. str. | — | Rosiefsky | MELCHERS & Co. | Middle of July. |
| KUDAT & SANDAKAN | BORNEO | Ger. str. | — | J. Koehler | MELCHERS & Co. | End of July. |
| PAKHOI & HAIPHONG | SUNGKIANG | Brit. str. | 1 m. | H. Mathias | BUTTERFIELD & SWIRE | To-morrow, at 10 A.M. |

# CANADIAN PACIFIC

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NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

**To VANCOUVER**

| STEAMERS | Hongkong Leave | S'hai Woosung Leave | Nagasaki Leave | Kobe Leave | Yokohama Leave | Vancouver Arrive |
|---|---|---|---|---|---|---|
| EMPRESS OF RUSSIA | 16 July. | 18 July. | 20 July. | 22 July. | 24 July. | 2 Aug. |
| EMPRESS OF INDIA | 30 July. | 2 Aug. | 4 Aug. | 6 Aug. | 8 Aug. | 20 Aug. |
| EMPRESS OF ASIA | 13 Aug. | 15 Aug. | 17 Aug. | 19 Aug. | 21 Aug. | 30 Aug. |
| EMPRESS OF JAPAN | 27 Aug. | 30 Aug. | 1 Sept. | 3 Sept. | 5 Sept. | 17 Sept. |
| MONTEAGLE | 30 Aug. | 4 Sept. | Moji 6 Sept. | 7 Sept. | 10 Sept. | 24 Sept. |
| EMPRESS OF RUSSIA | 10 Sept. | 12 Sept. | N'saki 14 Sept. | 16 Sept. | 18 Sept. | 27 Sept. |

**To L'POOL**

| STEAMERS | Quebec Leave | Liverpool Arrive |
|---|---|---|
| EMPRESS OF RUSSIA | 7 Aug. | 14 Aug. |
| EMPRESS OF INDIA | 28 Aug. | 4 Sept. |
| EMPRESS OF ASIA | 4 Sept. | 11 Sept. |
| EMPRESS OF JAPAN | 25 Sept. | 2 Oct. |
| MONTEAGLE | 2 Oct. | 9 Oct. |
| EMPRESS OF RUSSIA | 2 Oct. | 9 Oct. |

**From L'POOL**

| STEAMERS | Liverpool Leave | Quebec Arrive |
|---|---|---|
| EMPRESS OF INDIA | 20 June. | 27 June. |
| MONTEAGLE | — | — |
| EMPRESS OF JAPAN | 18 July. | 25 July. |
| EMPRESS OF RUSSIA | 1 Aug. | 8 Aug. |
| EMPRESS OF INDIA | 15 Aug. | 22 Aug. |
| EMPRESS OF ASIA | 29 Aug. | 5 Sept. |

**From VANCOUVER**

| STEAMERS | Vancouver Leave | Yokohama Arrive | Kobe Arrive | Nagasaki Arrive | S'hai Woosung Arrive | Hongkong Arrive |
|---|---|---|---|---|---|---|
| EMPRESS OF INDIA | 2 July. | 16 July. | 17 July. | 19 July. | 21 July. | 24 July. |
| MONTEAGLE | 23 July. | 8 Aug. | 11 Aug. | Moji 13 Aug. | 16 Aug. | 19 Aug. |
| EMPRESS OF JAPAN | 30 July. | 13 Aug. | 14 Aug. | N'saki 16 Aug. | 18 Aug. | 21 Aug. |
| EMPRESS OF RUSSIA | 13 Aug. | 24 Aug. | 25 Aug. | 27 Aug. | 29 Aug. | 1 Sept. |
| EMPRESS OF INDIA | 27 Aug. | 10 Sept. | 11 Sept. | 13 Sept. | 15 Sept. | 18 Sept. |
| EMPRESS OF ASIA | 10 Sept. | 21 Sept. | 22 Sept. | 24 Sept. | 26 Sept. | 29 Sept. |

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|---|---|---|---|
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| EMPRESS OF INDIA, EMPRESS OF JAPAN | do. do. | £65 — | £67 — |
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THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

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## SHIPPING

### ARRIVALS.

CHENAN, British str., 1,350, W. L. Jones, 9th July—Shanghai 6th July, General.—Butterfield & Swire.

DERFFLINGER, German str., 5,148, Frank Proesch, 9th July—Foochow 8th July, General.—Melchers & Co.

KANSAS, British str., 3,934, R. Linklater, 10th July—New York 26th May, General.—Order.

KWANGSE, British str., 10th July, Canton.

SEANG BEE, British str., 3,784, J. Travis, 10th July—Amoy 9th July, General, Chinese.

SUNGKIANG, British str., 987, J. Robinson, 9th July—Haiphong 7th July, General.—Butterfield & Swire.

TOO SHIU, Chinese str., 573, O. H. Hoig, 9th July—Bonkohe 6th July, Salt.—A. Bune & Co.

TRIUMPH, German str., 709, Langschwager, 10th July—Hoihow 9th July, General.—Jebsen & Co.

### CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

July 10th.

HONGKONG, French str., for Haiphong.
KWANGSI, British str., for Saigon.
SELUN, Norwegian str., for Bangkok.
VADALA, British str., for Yokohama.

### DEPARTURES.

July 10th.

ANHUI, British str., for Shanghai.
CHENAN, British str., for Canton.
DERFFLINGER, German str., for Europe.
KIANG PING, Chinese str., for Tourane.
MAGHEW, German str., for Hoihow.
RANGOON MARU, Jap. str., for Bombay.
SEATTLE MARU, Jap. str., for Tacoma.
SHANSI, British str., for Saigon.
SUNDA, British str., for London.
WONGKOI, German str., for Swatow.
YORCK, German str., for Shanghai.

### PASSENGERS.

ARRIVED.

Per *Derfflinger*, for Hongkong, from Tsingtau, Mr. Berger, Mr. H. Freese; from Shanghai, Messrs. L. Dyoon, W. A. Farmer, John Twokay, W. L. Parsons, B. Rottenberg, Westermann; from Foochow, Mr. G. Miskin and Mr. Clar.

## VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire* left Sydney for this port (via Queensland ports, Port Darwin, Timor and Manila) on the 5th July, and may expected to arrive here on or about 28th July.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Melbourne for this port via ports on the 2nd July, and is expected here on the 28th July.

MERCHANT STEAMERS.

The N.Y.K. str. *Hakata Maru* (Calcutta Line) left Kobe for this port on the 4th July, and is expected here on the 11th July.

The P. & O. str. *Nanur* left Singapore for this port on the 6th July, at 8 a.m., and is due here on the 11th July, at about 6 a.m.

The I.G.M. str. *Coblenz* left Kuchinotsu on the 7th July, and may be expected here on or about 11th July, at noon.

The N.Y.K. str. *Kaga Maru* (European Line) left Yokohama for this port via ports on the 2nd July, and is expected here on the 14th July.

The P. & O. chartered str. *Benacre* is expected to arrive at Hongkong on or about the 15th July.

The N.Y.K. str. *Miyazaki Maru* (European Line) left Colombo for this port via Singapore on the 3rd July, and is expected here on the 16th July.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port on the 29th July, and is expected here on the 18th July.

The N.Y.K. str. *Sanuki Maru* (American Line) left Seattle for this port via ports on the 17th June, and is expected here on the 20th July.

The T.K.K. str. *Riyo Maru* arrived at Honolulu from Manzanillo on the 11th June, and is due in Hongkong on the 20th July.

The American and Manchurian Line str. *Kansas* passed the Suez Canal on the 17th June, for Hongkong direct.

The N.Y.K. str. *Shidzuoka Maru* (American Line) left Seattle for this port via ports on the 1st July, and is expected here on the 3rd August.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Yatshing*, from Calcutta, is due in Hongkong 13th July.

*Cheangshing*, from Weihaiwei, is due in Hongkong 13th July.

SHIRE LINE, LIMITED.

*Flintshire*, from Moji, is due in Hongkong 14th July.

*Den of Ruthven*, from London, is due in Hongkong 22nd July.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

*Hota*, from Kobe, is due in Hongkong 13th July.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| *SINGAPORE, PENANG & CALCUTTA | "FOOKSANG" | Friday, 11th July, Noon. |
| †SHANGHAI, KOBE and MOJI | "NAMSANG" | Saturday, 12th July, D'light. |
| * MANILA | "YUENSANG" | Saturday, 12th July, 2 P.M. |
| * TIENTSIN | "CHIPSHING" | Sunday, 13th July, D'light. |
| † SHANGHAI | "KWONGSANG" | Sunday, 13th July, D'light. |
| *SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Tuesday, 15th July, Noon. |
| † SHANGHAI | "CHOYSANG" | Friday, 18th July, D'light. |
| SINGAPORE & SOURABAYA | "CHUNSANG" | Saturday, 19th July, Noon. |
| * MANILA | "LOONGSANG" | Saturday, 19th July, 2 P.M. |

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUTSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

Those vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tau & N'chwang.

Telephone No. 215. Sub. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 10th July, 1913. 14

# BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "ITOLA," 5,257 tons gross, Capt. W. W. Tucker, will be despatched for SINGAPORE, PENANG and RANGOON on the 15th July, at Daylight, taking Cargo and Passengers at Current Rate.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 9th July, 1913. 50

# THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

| FOR | STEAMERS | DATE OF DEPARTURE |
|---|---|---|
| LONDON & ANTWERP | "FLINTSHIRE" | On 17th July. |
| LONDON, HULL/LEITH & ROTTERDAM | "MONMOUTHSHIRE" | About 3rd Aug. |

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

| | | |
|---|---|---|
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND | "DEN OF RUTHVEN" | About 27th July |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND | "DEN OF COMBIE" | About 8th Aug. |

Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America.

For Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 5th July, 1913. 49

# THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

## TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM

HONGKONG

TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 2nd August. Connecting with "MIRAMICHI" 16th August. FROM COLOMBO:

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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# BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD.

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for KOBE and MOJI on 12th July, at Noon.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched to SHANGHAI, KOBE and MOJI on 22nd July.

### WESTWARD.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th July.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched as above on 2nd August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 11th July, 1913. 160

# "THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.
MANCHURIA 27,000 tons, twin screws.
KOREA 18,000 tons, twin screws.
SIBERIA 18,000 tons, twin screws.
ALSO NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.

COMFORT. SAFETY. SPEED.

FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service (via NEW YORK to Europe.

### SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

**The Cost:** is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

| STEAMERS. | Tons | Starting | |
|---|---|---|---|
| SIBERIA | 18,000 | ... " | SATURDAY, 19th July, at 1 P.M. |
| * CHINA | 10,200 | ... " | TUESDAY, 29th July, at 3 P.M. |
| MANCHURIA | 27,000 | ... " | TUESDAY, 5th Aug., at 1 P.M. |
| * NILE | 11,000 | ... " | SATURDAY, 16th Aug., at 3 P.M. |
| MONGOLIA | 27,000 | ... " | SATURDAY, 23rd Aug., at 1 P.M. |
| * PERSIA | 9,000 | ... " | SATURDAY, 13th Sept., at Noon. |
| KOREA | 18,000 | ... " | SATURDAY, 20th Sept., at 1 P.M. |
| SIBERIA | 18,000 | ... " | SATURDAY, 4th Oct., at 1 P.M. |

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

### HONGKONG—MANILA SERVICE.

| FROM HONGKONG. Leave Hongkong. | | Arrive Manila. | FROM MANILA. Leave Manila. | | Due Hongkong. |
|---|---|---|---|---|---|
| 29th July ... | CHINA ... | 31st July. | 19th July ... | CHINA ... | 21st July. |
| 16th Aug. ... | NILE ... | 18th Aug. | 25th July ... | MANCHURIA | 27th July. |
| 13th Sept. ... | PERSIA ... | 15th Sept. | 6th Aug. ... | NILE ... | 8th Aug. |
| 14th Oct. ... | CHINA ... | 16th Oct. | 14th Aug. ... | MONGOLIA | 16th Aug. |
| 28th Oct. ... | NILE ... | 30th Oct. | 2nd Sept. ... | PERSIA ... | 4th Sept. |

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

O. H. RITTER, Acting Agent.

Panama Pacific International Exposition—San Francisco—1915 32

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

| FOR | STEAMER | TO SAIL. |
|---|---|---|
| SHANGHAI, KOBE AND YOKOHAMA | AMAZONE, Capt. Girard | On 14th July, at 6 A.M. |
| MARSEILLES VIA PORTS | ATLANTIQUE, Capt. Charbonnel | On 15th July, at 1 P.M. |

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

| HONGKONG TO CANTON. | CANTON TO HONGKONG. |
|---|---|
| FRIDAY, 11TH JULY, 1913. | |
| 8 a.m. "HONAM." | 8 a.m. "HEUNGSHAN." |
| 10 p.m. "KINSHAN." | 5 p.m. "FATSHAN." |
| SATURDAY, 12TH JULY, 1913. | |
| 8 a.m. "HEUNGSHAN." | 8 a.m. "HONAM." |
| 10 p.m. "HONAM." | 5 p.m. "KINSHAN." |

A Telephone service has been recently installed on the Canton Companys steamers. Day steamers Call No. 776 Night steamers Call No. 775.

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 13TH JULY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons,

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 tons, and S.S. "NANNING," 569 tons

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 151

# SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | TONS | DATE OF SAILINGS. |
|---|---|---|---|

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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# SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC

## TOYO KISEN KAISHA

TRANS-CONTINENTAL

## WESTERN PACIFIC

## DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... ... ... 22,000 tons.
S.S. CHIYO MARU... ... ... 22,000 tons.
S.S. SHINYO MARU ... ... 22,000 tons.

AND

S.S. NIPPON MARU ... ... 11,000 tons. (INTERMEDIATE.)
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "KOERBER," 9,900 tons, will leave as above on 15th July, at 4 P.M.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st August, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st July.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Princes' Building.

Hongkong, 3rd July, 1913. [52

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENT | TONS | SAILING DATES |
|---|---|---|---|
| MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ... | KAGA MARU, Capt. Tabuse, | 12,500 | WED'DAY, 16th July, at D'light. |
| | ATSUTA MARU, Capt. — | 16,000 | WED'DAY, 30th July, at Daylight. |
| VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA ... ... ... | § YOKOHAMA MARU, Capt. Wada, | 12,500 | TUESDAY, 15th July, at 4 P.M. |
| | SANUKI MARU, Capt. Richards, | 12,500 | TUESDAY, 29th July, at 4 P.M. |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... ... ... | INABA MARU, Capt. S. Tominaga, | 12,500 | WED'DAY, 30th July, at Noon. |
| | NIKKO MARU, Capt. M. Yagi, | 9,600 | WED'DAY, 27th Aug., at Noon. |
| CALCUTTA VIA SINGAPORE PENANG & RANGOON .. | ‡ HAKATA MARU, Capt. H. Nomura, | 12,500 | SATURDAY, 12th July. |
| BOMBAY VIA SINGAPORE, and COLOMBO... ... ... ... | ‡ KAWACHI MARU, Capt. Christiansen, | 12,500 | MONDAY, 21st July. |
| KOBE and YOKOHAMA ... ... | MIYASAKI MARU, Capt. Soyeda, | 16,000 | THURSDAY, 17th July, at 11 A.M. |
| SHANGHAI, KOBE and YOKOHAMA ... ... ... ... ... ... | KIRIN MARU, Capt. M. Deguchi, | 6,000 | MONDAY, 21st July. |
| NAGASAKI, KOBE & YOKOHAMA | NIKKO MARU, Capt. M. Yagi, | 9,600 | WED'DAY, 30th July, at 11 A.M. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA ... ... ... | ‡ SHINYO MARU, Capt. Ohkuma, | 12,500 | WED'DAY, 16th July. |

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

| | YOKOHAMA Return. | KOBE Return. | MOJI Return. | NAGASAKI Return. |
|---|---|---|---|---|
| 1st Class ... | $135 | $122 | $108 | $95 |
| 2nd " ... | $81 | $75 | $65 | $57 |

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241. (11—12—13

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to COLOMBO | Leave HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due PLYMOUTH (London 1 day later) |
|---|---|---|---|---|
| Steamer | Noon, SATURDAY | Steamer | SUNDAY | SATURDAY |
| CHINA | July 19 | MOLDAVIA | Aug. 17 | Aug. 23 |
| ASSAYE | August 2 | MALOJA | Aug. 31 | Sept. 6 |
| DELTA | August 16 | MONGOLIA | Sept. 14 | Sept. 20 |
| | | | SATURDAY | FRIDAY |
| ARCADIA | August 30 | MACEDONIA | Sept. 27 | Oct. 3 |
| DEVANHA | Sept. 13 | MALWA | Oct. 11 | Oct. 17 |
| ASSAYE | Sept. 27 | MOOLTAN | Oct. 25 | Oct. 31 |
| CHINA | October 11 | MOREA | Nov. 8 | Nov. 14 |
| DELTA | October 25 | MARMORA | Nov. 22 | Nov. 28 |
| INDIA | Nov. 8 | MOLDAVIA | Dec. 6 | Dec. 12 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1ST SALOON £71.10 SINGLE. £106.14 RETURN.
2ND " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

| STEAMERS | Leave HONGKONG About | Due MARSEILLES About | Due LONDON About |
|---|---|---|---|
| SARDINIA | July 23 | August 29 | Sept. 7 |
| SIMLA | August 6 | Sept. 12 | Sept. 21 |
| NAMUR | August 20 | Sept. 25 | Oct. 5 |
| NANKIN | September 3 | October 9 | Oct. 18 |
| NYANZA | September 17 | October 24 | Nov. 2 |
| NORE | October 1 | Nov. 5 | Nov. 16 |
| NILE | October 15 | Nov. 19 | Nov. 29 |
| SYRIA | October 29 | Dec. 2 | Dec. 11 |
| SUMATRA | November 12 | Dec. 15 | Dec. 24 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1STSALOON £55.0 SINGLE. £82.10 RETURN.
2ND " £38.10 " £57.4 "

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|---|---|---|
| SHANGHAI, MOJI, KOBE AND YOKOHAMA | NAMUR Capt. A. Collyer | About 12th July. | Freight and Passage. |
| SHANGHAI | ASSAYE Capt. G. J. Coldwell | About 17th July. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | CHINA Capt. C. H. S. Tocque, R.N.R. | Noon, 19th July. | See Special Advertisement. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES | SARDINIA Capt. G. Manley | About 23rd July. | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th July, 1913. 1

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| PAKHOI & HAIPHONG | "SUNGKIANG" | On 12th July, 10 A.M. |
| SHANGHAI | "CHENAN" | On 13th July, M'night. |
| MANILA, CEBU and ILOILO | "TEAN" | On 15th July, 4 P.M. |
| TIENTSIN | "HUICHOW" | On 17th July, Noon. |
| SHANGHAI | "LUCHOW" | On 17th July, 4 P.M. |
| SHANGHAI | "LINAN" | On 19th July, M'night. |
| WEIHAIWEI & TIENTSIN | "KUEICHOW" | On 20th July, D'light. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN"—and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $15.....RETURN $25.

BUTTERFIELD & SWIRE,
AGENTS.

For Freight or Passage apply to—
Hongkong, 11th July, 1913. TELEPHONE 56. 7

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|---|---|---|
| "HAIYANG" | Capt. A. E. Hodgins | FRIDAY, 11th July, at 11 A.M. |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 15th July, at 11 A.M. |
| "HAITAN" | Capt. J. S. Reach | FRIDAY, 18th July, at 11 A.M. |

FOR SWATOW AND RETURN.
(Occupying 3 Days).

| | | |
|---|---|---|
| "HAIMUN" | Capt. J. W. Evans | SUNDAY 13th July, at 11 A.M. WED'DAY, 16th July, at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the Months of JULY and AUGUST FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th July, 1913. 6

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|---|---|---|
| EASTERN | On 28th July. | On 19th July, Noon. |
| EMPIRE | On 31st July. | On 16th Aug., Noon. |
| ALDENHAM | | |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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# HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SILESIA ... 20th July.
S.S. BRISGAVIA ... 24th July.
S.S. BELGRAVIA ... 30th July.
S.S. SCANDIA ... 14th Aug.
S.S. SENEGAMBIA ... 26th Aug.
S.S. UCKERMARK ... 28th Aug.
S.S. [illegible] ... 11th Sept.

HOMEWARD.

FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:
S.S. ALTMARK ... 14th July.
FOR HAVRE, BREMEN & HAMBURG:
S.S. GOLDENFELS ... 25th July.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. BRISGAVIA ... 25th July.
FOR NEW YORK:
S.S. ARAGONIA ... 1st Aug.
[illegible] HAVRE & HAMBURG

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU,
INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | CAPTAIN | DATE OF SAILING. |
|---|---|---|
| SHINYO MARU | W. C. T. Filmer | SATURDAY, 12th July, NOON. |
| CHIYO MARU | W. W. Greene | THURSDAY, 7th Aug., at Noon. |
| NIPPON MARU | A. G. Stevens | TUESDAY, 26th Aug., at Noon. |
| TENYO MARU | E. Bent | MONDAY, 1st Sept., at Noon. |
| HONGKONG MARU | T. Sagara | FRIDAY, 19th Sept., at Noon. |

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 12th July, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | TONS | DATE OF SAILING. |
|---|---|---|
| KIYO MARU | 17,200 | TUESDAY, 5th Aug, at Noon. |
| BUYO MARU | 10,500 | SATURDAY, 4th Oct., at Noon. |
| ANYO MARU | 18,500 | WED'DAY, 3rd Dec., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| Steamer | Captain | Leaving |
|---|---|---|
| † "MEXICO MARU" | N. Kobayashi | WED'DAY 23rd July, at 1 P.M. |
| ‡ "CHICAGO MARU" | Goto | THURSDAY, 7th Aug, at 1 P.M. |
| † "CANADA MARU" | K. Hori | WED'DAY, 20th Aug., at 1 P.M. |
| ‡ "TACOMA MARU" | T. Hamada | THURSDAY, 4th Sept., at 1 P.M. |
| † "PANAMA MARU" | J. Kanso | WED'DAY, 17th Sept, at 1 P.M. |
| ‡ "SEATTLE MARU" | T. Saito | THURSDAY, 2nd Oct., at 1 P.M. |

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.
‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

| Steamer | Captain | Leaving |
|---|---|---|
| "INDO MARU" | M. Nemoto | WED'DAY 30th July, P.M. |
| "LUZON MARU" | H. Yamamoto | TUESDAY, 25th Aug., 4 P.M. |
| "SAIGON MARU" | T. Yamaguchi | MONDAY, 22nd Sept., 4 P.M. |

FOR MOJI, KOBE AND YOKKAICHI.

| | | |
|---|---|---|
| "LUZON MARU" | H. Yamamoto | FRIDAY, 18th July, P.M. |
| "SAIGON MARU" | T. Yamaguchi | FRIDAY, 22nd Aug., P.M. |
| "INDO MARU" | M. Nemoto | SATURDAY, 20th Sept., P.M. |

## CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---|---|---|
| "KAIJO MARU" | Y. Yamamoto | WED'DAY, 16th July, at 2 P.M. |

FOR TAMSUI VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---|---|---|
| "DAIGI MARU" | S. Tokushige | SUNDAY, 13th July, at Noon. |
| "DAIJIN MARU" | M. Nagano | SUNDAY, 20th July, at Noon. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---|---|---|
| "SOSHU MARU" | K. Tashiro | |

FOR CANTON.

| Steamer | Captain | Leaving |
|---|---|---|
| "SOSHU MARU" | K. Tashiro | |

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER
Second Floor, No. 1, Queen's Building.

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# PHILIPPINES S.S. CO

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|---|---|---|---|---|
| | | | Manila, Mangarin, | [illegible] 16th July 4 P.M. |

# THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, MR. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." 449

# JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|---|---|---|---|---|
| TJILIWONG | SHANGHAI | First half of July. | JAVA | Second half of July. |
| TJIMAHI | JAVA | Firs thalf of July. | JAVA | Second half of July. |
| TJILATJAP | JAPAN | Second half of July. | JAVA | Second half of July. |
| TJIMANOEK | JAVA | Second half of July. | JAPAN | Second half of July. |
| TJIPANAS | JAVA | Second half of July. | SHANGHAI | First half of August. |
| TJIKINI | JAVA | Second half of July. | SHANGHAI | First half of August. |
| TJITAROEM | JAVA | First half of August. | JAPAN | First half of August. |
| TJIBODAS | | | | |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 7th July, 1913. 16

# THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

| Steamer. | Arrives Hongkong from Australia. | Leaves Hongkong for Australia. |
|---|---|---|
| "TAIYUAN" | 12th July. | 16th July. |
| "CHANGSHA" | 20th August. | 25th August. |

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 4th July, 1913. TELEPHONE No. 36. AGENTS. 849

# NORDDEUTSCHER LLOYD. BREMEN

# IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|---|---|---|---|
| MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE | "COBLENZ," Capt. L. Kluckist, | 6,750 | Saturday, 12th July, at 9 A.M. |
| KOBE and YOKOHAMA | "PRINZ SIGISMUND," Capt. D. Lenz, | 6,000 | About Tuesday, 22nd July. |
| KUDAT and SANDAKAN | "BORNEO," Capt. J. Koehler, | 5,000 | About End of July. |
| SANDAKAN | "RAJAH," Capt. C. Rosiefsky, | | About Middle of July |

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.

# HUGO C. A. FROMM.

LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS.
ARE THE BEST!

Leonhardi's
CARBON PAPER
(PURPLE).

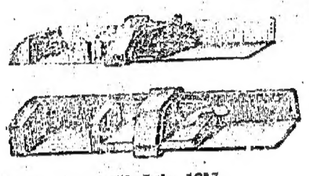
$3.50 only per box of 100 sheets.

RETAIL:
WING HING, Stationer,
25, WELLINGTON STREET.

WHOLESALE:
HUGO C. A. FROMM,
20, DES VŒUX ROAD CENTRAL, 1ST FLOOR.

Hongkong, 7th July, 1913. [44-13

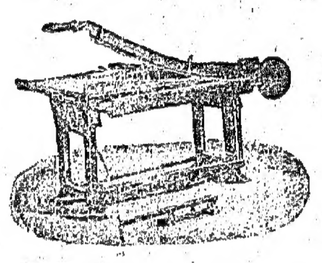
# G. E. REINHARDT,
LEIPZIG.



Manufacturer of Composing Sticks and all other Printing Material in excellent quality and finish.

Hongkong, 7th July, 1913. [44-8

# AUGUST FOMM LEIPZIG = R



MANUFACTURERS OF
ALL KINDS OF
MACHINES
AND
PRESSES
FOR
PRINTING AND BOOKBINDING.

Hongkong, 7th July, 1913. [44-7


## NOTICE POST OFFICE

The *Mexico Maru* is due to arrive here to-morrow, with the Mails from London (via Siberia) of Wednesday, 18th, and Saturday, 21st ult.

The *Amazone*, with the French Mail, is expected to arrive here on Sunday, the 13th inst.

| FOR | PER | DATE |
|---|---|---|
| Swatow, Amoy and Foochow ... | *Haiyang* ... | Friday, 11th, 10.00 A.M. |
| Straits and India via Calcutta ... | *Fooksang* ... | Friday, 11th, 11.00 A.M. |
| Macao ... | *Sui Tai* ... | Friday, 11th, 1.15 P.M. |
| Saigon ... | *Pheumpenh* ... | Friday, 11th, 3.00 P.M. |
| Korror, Yap, Ulai, Saipan, Truk, Ponape, Kusaie, Jaluit, Nauru, Rabaul, Sydney, Tasmania and New Zealand ... | *Germania* ... | Friday, 11th, 4.00 P.M. |
| Tourane ... | *Kiangping* ... | Friday, 11th, 4.00 P.M. |
| Shanghai, North China, and Japan via Kobe | *Namsang* ... | Friday, 11th, 5.00 P.M. |
| Swatow ... | *Triumph* ... | Friday, 11th, 5.00 P.M. |
| Philippine Islands, Angaur, Yap, Fredrich Wilhelmshafen, Rabaul, Herbertshohe, Marupi, Australia, Tasmania, and New Zealand via Brisbane ... | *Coblenz* ... | Saturday, 12th, 8.00 A.M. |
| Pakhoi and Haiphong ... | *Sungkiang* ... | Saturday, 12th, 9.00 A.M. |
| Japan via Kobe ... | *Japan* ... | Saturday, 12th, 10.00 A.M. |
| FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES AMERICA, and SOUTH AMERICA, CANADA via SAN FRANCISCO ... (EUROPE via SIBERIA) ... | *Shinyo Maru* | Saturday, 12th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. Registration with late fee of 10 cents, up to 10.30 A.M.) Registration B.O. ... Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M. |
| Philippine Islands ... | *Yuensang* ... | Saturday, 12th, 1.00 P.M. |
| Shanghai and North China ... | *Kansas* ... | Saturday, 12th, 1.00 P.M. |
| Macao ... | *Sui Tai* ... | Saturday, 12th, 1.15 P.M. |
| Tientsin ... | *Chipshing* ... | Saturday, 12th, 5.00 P.M. |
| Shanghai and North China ... | *Kwongsang* ... | Saturday, 12th, 5.00 P.M. |
| Shanghai and North China ... (EUROPE via SIBERIA) | *Chenan* ... | Saturday, 12th, 5.00 P.M. |
| Swatow ... | *Haimun* ... | Sunday, 13th, 9.00 A.M. |
| SHANGHAI, NORTH CHINA, AND JAPAN via KOBE ... (EUROPE, VIA SIBERIA) | *Amazone* ... | Sunday, 13th, 9.00 A.M. |
| Swatow, Amoy and Formosa via Tamsui ... | *Daigi Maru* ... | Sunday, 13th, 9.00 A.M. |
| Straits and Burmah ... | *Itola* ... | Monday, 14th, 5.00 P.M. |
| Straits, and India via Calcutta ... | *Laisang* ... | Tuesday, 15th, 10.00 A.M. |
| Swatow, Amoy and Foochow ... | *Haiching* ... | Tuesday, 15th, 10.00 A.M. |
| SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON. Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ... | *Atlantique* | Tuesday, 15th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.15 A.M. (Registration, with late fee of 10 cents, up to 11.00 A.M.). Registration B.O. ... Kowloon B.O. ... 10.15 A.M. Letters ... 11.00 A.M. |
| Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash | *Yokohama Maru* ... | Tuesday, 15th, 3.00 P.M. |


# BLACK AND WHITE WHISKY.

GOOD SPIRITS

GARNER, QUELCH & Co.

[763


## COMMERCIAL.

—:o:—

CLOSING QUOTATIONS.
July 10th.

| | |
|---|---|
| ON LONDON:— | |
| Telegraphic Transfer | 1/11 7/16 |
| Bank Bills, on demand | 1/11½ |
| Bank Bills, at 30 days' sight | 1/11 7/16 |
| Bank Bills, at 4 months' sight | 1/11 11/16 |
| Credits, at 4 months' sight | 2/- |
| Documentary Bills 4 months' sight | 2/-⅛ |
| ON PARIS:— | |
| Bank Bills, on demand | 247 |
| Credits, at 4 months' sight | 252 |
| ON GERMANY:— | |
| On demand | 199½ |
| ON NEW YORK:— | |
| Bank Bills, on demand | 47⅞ |
| Credits, at 60 days' sight | 48⅞ |
| ON BOMBAY:— | |
| Telegraphic Transfer | 146¼ |
| Bank, on demand | 146¼ |
| ON CALCUTTA:— | |
| Telegraphic Transfer | 146¼ |
| Bank, on demand | 146¼ |
| ON SHANGHAI:— | |
| Bank, at sight | 73½ |
| Private, 30 days' sight | 74⅜ |
| ON YOKOHAMA:—On demand | 95¾ |
| ON MANILA:—On demand—Pesos | 96 |
| ON SINGAPORE:—On demand | 83⅝ |
| ON BATAVIA:—On demand | 118 |
| ON HAIPHONG:—On demand | 1 % pm. |
| ON SAIGON:—On demand | ⅜ " |
| ON BANGKOK:—On demand | 78⅞ |
| SOVEREIGNS, Bank's Buying Rate | $10.15 |
| GOLD LEAF, 100 fine, per tael | $53.40 |
| BAR SILVER, per oz. | 56 13/16 |

SUBSIDIARY COINS.

| | | per cent. |
|---|---|---|
| Chinese .....20 cents pieces | $7.12 | discount |
| Chinese .....10 " | $7.68 | " |
| Hongkong ...20 " | $6.00 | " |
| Hongkong ...10 " | $7.16 | " |

MAILS VIA SIBERIA.

| London Date | Due Shanghai |
|---|---|
| June 20th. | July 5th. |
| June 21st. | July 7th. |


# THREE CASTLES
CIGARETTES — MAGNUMS
IN POCKET CASES OF TEN

"By Jove, I've never enjoyed a round so much before!" "Aha, old man, you can thank 'THREE CASTLES' Cigarettes for that! It's jolly handy, too, to be able to obtain them, 'MAGNUM' SIZE, IN ALUMINIUM CURVED CASES, WHICH FIT THE POCKET."

FRAGRANT FASCINATING REFRESHING

THIS FAMOUS BRAND OF CIGARETTES
CAN NOW BE OBTAINED IN
USEFUL CURVED CASES OF TEN AS WELL AS IN TINS OF 50.

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## SHARE LIST.—QUOTATIONS.

HONGKONG, 10TH JULY, 1913.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP | CLOSING QUOTATIONS CASH. | RETURN ON BASIS OF LAST DIV'D. |
|---|---|---|---|---|---|
| BANKS.— | | | | | |
| Hongkong & S'hai Bank Corporation... | 120,000 | $125 | all | $810, sellers; L'don £81 | 5½ p.c. |
| China Borneo Company, Limited ... | 60,000 | $12 | all | $10½, buyers | 8½ p.c. |
| China Light and Power Company, Ld. ... | 50,000 | $5 | all | | |
| | 50,000 | $1 | all | $4½, sellers | |
| China Provident, Loan & Mortgage Co., Ld | 200,000 | $10 | all | $9 | 7⅞ p.c. |
| COTTON MILLS.— | | | | | |
| Ewo Cotton Spin'g & Weaving Co., Ld. | 20,000 | Tls. 50 | all | Tls. 135 | |
| Hongkong Cotton Spinning Co., Ld. ... | 125,000 | $10 | all | $9.40, buyers | |
| Dairy Farm Company, Limited ... | 40,000 | $7½ | | $26, buyers | 5 p.c. |
| DOCKS AND WHARVES.— | | | | | |
| H'kong & Kowloon Wharf & G. Co., Ld. | 60,000 | $50 | all | $94½, sellers | 5 p.c. |
| H'kong and Whampoa Dock Co., Ld... | 50,000 | $50 | all | $87, sellers | 3 p.c. |
| New Amoy Dock Co., Limited... | 10,000 | $6⅔ | all | $8½ | 7½ p.c. |
| S'hai Dock and Engineering Co., Ld... | 55,700 | Tls. 100 | all | Tls. 57½ | |
| S'hai and Hongkew Wharf Co., Ld.... | 36,000 | Tls. 100 | all | Tls. 113 | |
| Green Island Cement Co., Limited... | 400,000 | $10 | all | $7.65, sellers | |
| Hongkong Electric Co., Limited ... | 60,000 | $10 | all | $41, sales | 4 p.c. |
| Hongkong Hotel Company, Limited | 12,000 | $50 | all | $124, buyers | 5 p.c. |
| | 8,000 | | $25 | $90, buyers | |
| Manila Metropole Hotel Limited ... | 15,000 | Ps. 10 | all | P8½ | |
| Hongkong Ice Company, Limited .. | 5,000 | $25 | all | $180, sellers | 5½ p.c. |
| Hongkong Rope Manufacturing Co., Ld. .. | 60,000 | $10 | all | $22, buyers | 9½ p.c |
| H'kong & South China Steam Fishers Co., Ld. | 15,000 | $10 | all | $3½, sellers | |
| Hongkong Steel Foundry Co., Ld. ... | 15,000 | $10 | all | $10 | |
| Hongkong Tramway Co., Ld. ... | 325,000 | 5/- | all | 7/2½, buyers | |
| INSURANCES.— | | | | | |
| Canton Insurance Office Co., Limited | 10,000 | $250 | $50 | $293, buyers | 6 p.c |
| China Fire Insurance Co., Limited ... | 20,000 | $100 | $20 | $147 | 6⅔ p.c |
| Hongkong Fire Insurance Co., Ld. ... | 8,000 | $250 | $50 | $357 | 7½ p.c. |
| North-China Insurance Co., Limited | 10,000 | £15 | £5 | Tls. 135, buyers | |
| Union Insurance Society, Limited .. | 12,400 | $250 | $100 | $790, sellers | 6½ p.c. |
| Yangtsze Insurance Association, Ld .. | 12,000 | $100 | $60 | $200, @ Ex 73 | |
| LANDS AND BUILDINGS.— | | | | | |
| H'kong Land Invest. Agency Co., Ld. | 50,000 | $100 | all | $117, buyers | 6½ p.c. |
| Hongkong Land Reclamation Co., Ld. | 25,000 | $100 | $75 | $200 | |
| Humphreys' Estate and Finance Co., Ld | 150,000 | $10 | all | $8¾, buyers | 5½ p.c. |
| Kowloon Land and Building Co., Ld. | 5,000 | $50 | $5 | $40, buyers | 7 p.c |
| Shanghai Land Investment Co., Ld. ... | 78,000 | Tls. 50 | all | Tls. 92 | |
| West Point Building Co., Limited ... | 12,500 | $50 | all | $74½ | 5½ p.c |
| Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ... | 25,000 | Gds. 10 | all | Tls. 41½, buyers | |
| MINING.— | | | | | |
| Chinese Engineering and M. Co. Ld .. | 1,000,000 | £1 | all | 32/6 | |
| Heawood Tin and Rubber Estate Ld .. | 822,000 | 2/- | all | 3/6 | |
| Raub Australian Gold Mining Co., Ld | 200,000 | £1 | all | 93½ | |
| Tronoh Mines, Limited ... | 160,000 | £1 | all | 52/6 | |
| | 25,000 | $10 | all | $10½ | 7½ p.c. |
| Peak Tramways Co., Limited ... | 50,000 | $10 | $1 | $0.92½ | |
| Philippine Co., Limited ... | 75,200 | $10 | all | $5 | |
| Pulpes et Papeteries du Tonkin Societe des | 13,200 | $50 | all | $20, sellers | |
| REFINERIES.— | | | | | |
| China Sugar Refining Co., Limited .. | 20,000 | $100 | all | $99, sellers | 5 p.c. |
| Luzon Sugar Refining Co., Limited | 7,000 | $100 | all | $37½ | |
| STEAMSHIP COMPANIES.— | | | | | |
| China and Manila Steamship Co., Ld .. | 30,000 | $25 | all | $10 | |
| Douglas Steamship Co., Limited, ... | 20,000 | $50 | all | $33 | 5 p.c. |
| H'kong, Canton & Macao S.B. Co., Ld. | 80,000 | $15 | all | $27½, sellers | 7½ p.c |
| Indo-China Steam Navigation Co. Ld | 60,000 pref. 60,000 def. | $25 | all | $85, L'don £8. 15s. sel. | 6 p.c. |
| | 2,500,000 | £1 | all | 100/-, sellers | |
| Shell Transport & Trading Co., Ld.... | 30,000 | $10 | all | $53½, buyers | 3½ p.c. |
| Star Ferry Company, Limited ... | 6,000 | $25 | all | $22, sellers | |
| South China Morning Post, Limited ... | 20,000 | $5 | all | $4½, sellers | |
| Steam Laundry Company, Limited .. | | | | | |
| STORES AND DISPENSARIES.— | | | | | |
| Campbell, Moore & Co., Limited | 1,200 | $10 | all | $25 | |
| Gande, Price & Co., Limited ... | 50,000 | $10 | all | $5 | |
| Powell, Wm., Limited ... | 15,000 | $7 | all | $10½, buyers | 4 p.c |
| Watson & Co., A. S. Limited .. | 90,000 | $10 | all | $8 | |
| Weissmann, Limited ... | 3,000 | $10 | all | $29, buyers | |
| United Asbestos Oriental Agency Ld. .. | 9,900 ordy. 100 fdere | $10 | $4 | $9½ | 8 p.c. |
| Union Waterboat Co., Limited ... | 50,000 | $10 | all | $300 | |
| | | $10 | all | $18 | 5½ p.c. |

Para Rubber in London ... 3/7½ per lb.

| Loans. | Amount. | Value. | Interest. | Quotation |
|---|---|---|---|---|
| Chinese Imperial 1886 | Tls. 767,200 | Tls. 250 | 7% p. annum | Par. |

VERNON & SMYTH, *Share Brokers.*

## TO-MORROW

3.15 P.M.—Third Gymkhana Meeting at the Happy Valley.

## FORTHCOMING EVENTS.

Wednesday, 16th July:—
12.30 P.M.—The "Star" Ferry Co., Ltd., Extraordinary General Meeting at the Office of Messrs. Jardine, Matheson & Co., Ltd.

Thursday, 24th July:—
11 A.M.—China and Manila Steamship Co., Ltd., Extraordinary General Meeting.


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## COMPETITION NO. 4.
## PRIZE ANNOUNCEMENT.

WE have pleasure in announcing the result of the "ADLET" Competition as advertised during June:—

In our opinion the best collection of ADLETS has been sent in by one whose nom de plume is "ROSITA," and a WRIST WATCH has been awarded accordingly.

Prizes of Chocolate have also been awarded to the following:

"J. A. G."
"GEORGE WYNNE."
"A. A."
"CELESTINA" (Macao).
"FLEUR-DE-LYS."

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